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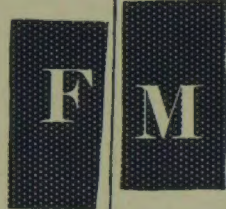
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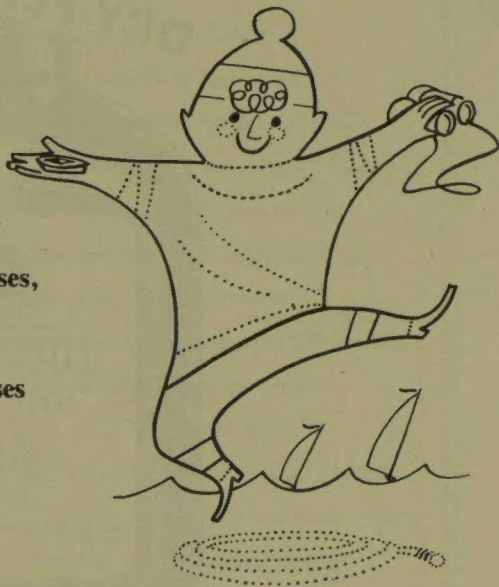


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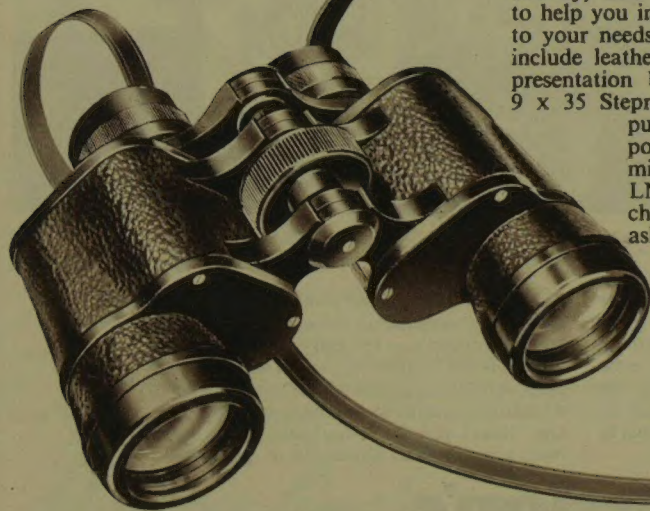
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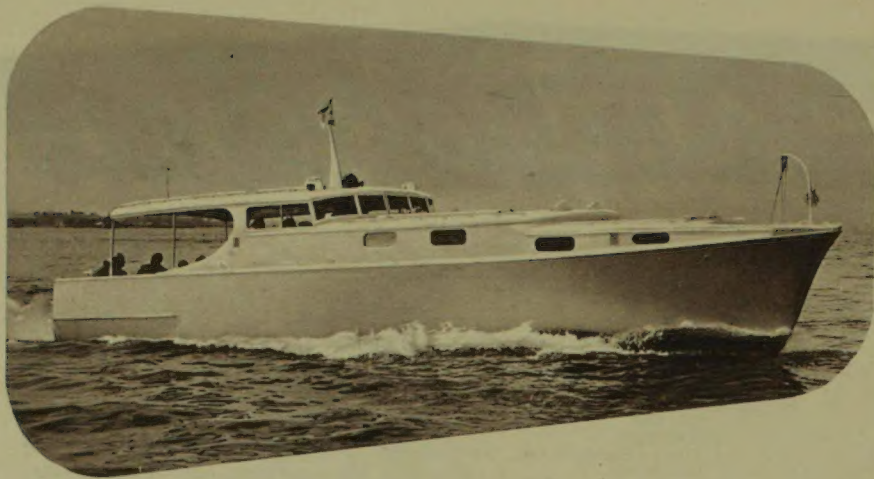
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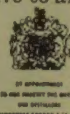
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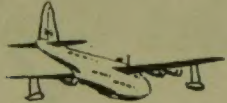
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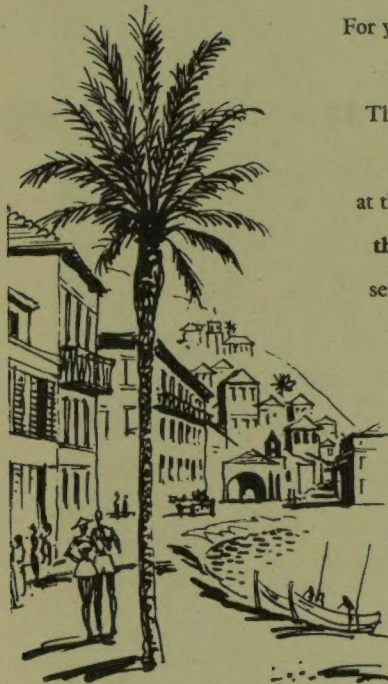
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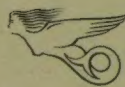


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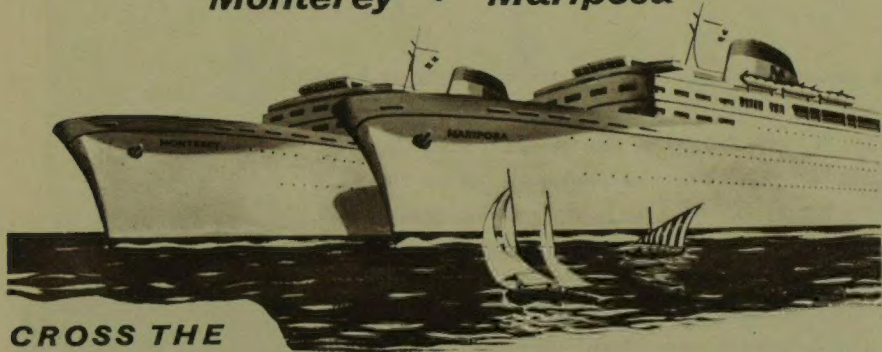
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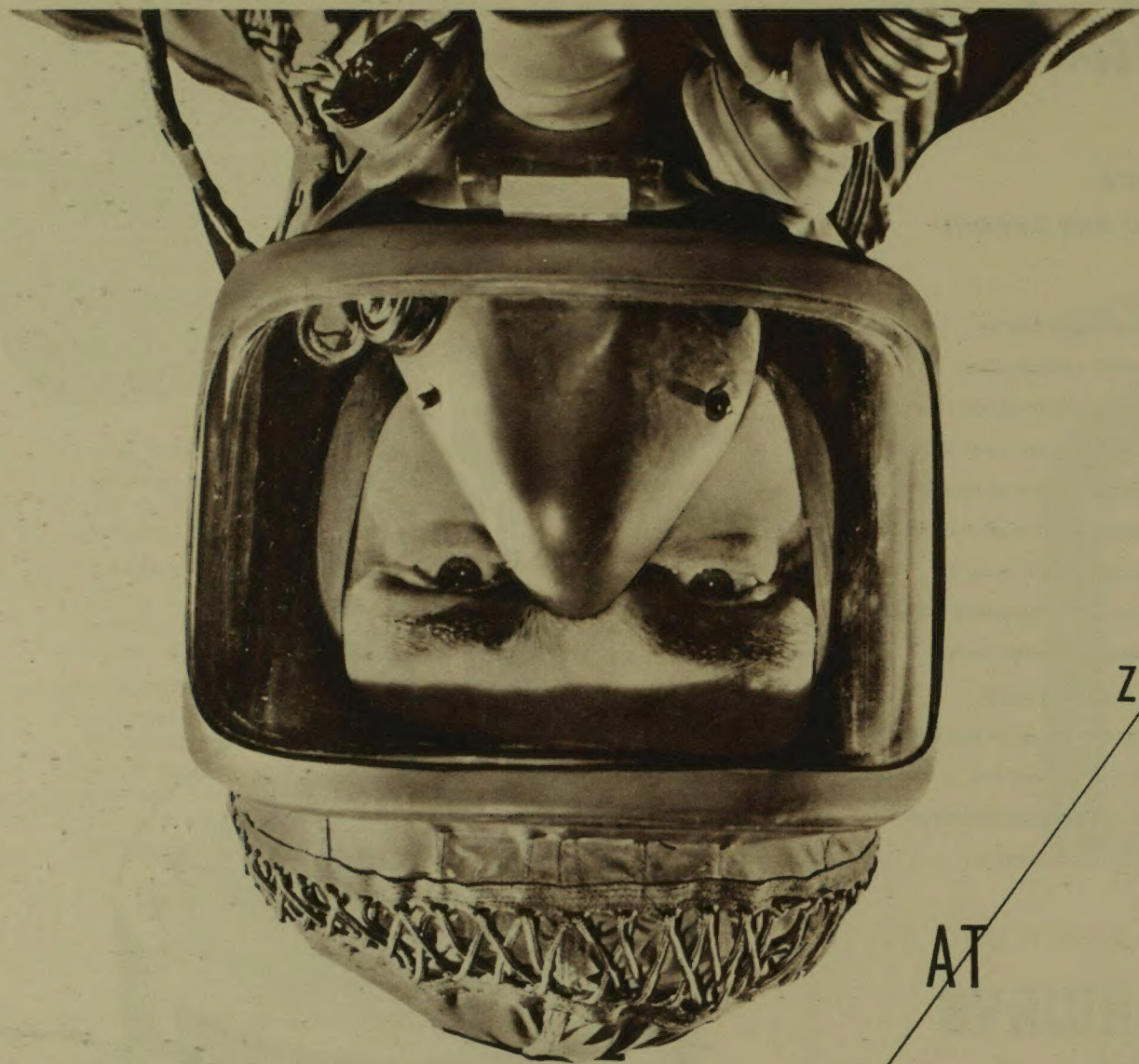


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WHAT'S

As progress in Aviation quickens, it is clear that the ultimate barrier may not be a technological one. It is more likely to be the limitations of the human body. What will happen when airmen reach that point in space where the Earth's gravitational pull has no effect? In this region where there is no 'up' or 'down', will arms and legs respond normally? Will airmen experience a feeling of sudden falling? Or again, with the development of high speed engines, how will the body react to sudden acceleration?

Hand in hand with advanced research into engines, aircraft design and materials are programmes to discover how the human frame reacts to 'abnormal' conditions. Such work by the Royal Air Force Institute of Aviation Medicine and the Royal Aircraft Establishment at Farnborough, is vitally important to the Hawker Siddeley Group. It provides information which, translated by the Group into engineering terms, can be integrated into advanced aircraft and missile design.

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SATURDAY, AUGUST 3, 1957.



ATTESTING A COMMON LEGAL HERITAGE: THE LORD CHANCELLOR WELCOMING MEMBERS OF THE AMERICAN BAR ASSOCIATION IN THE HISTORIC SETTING OF WESTMINSTER HALL AT THE OPENING MEETING OF THEIR LONDON CONVENTION.

Westminster Hall—which for many centuries was used as a court of law—provided a most appropriate setting for the opening Assembly of the London meeting of the American Bar Association on July 24. Some 2000 members of the American legal profession attended this impressive ceremony, during which leading American and British lawyers mingled to form the most distinguished gathering on the platform. The Attorney-

General, Sir Reginald Manningham-Buller, and the President of the Law Society, Mr. Ian D. Yeaman, formally presented the American Bar Association to the Lord Chancellor, Lord Kilmuir, a resplendent figure in his robes, who officially welcomed the visiting lawyers. In his speech the Lord Chancellor stressed the historical associations of their meeting-place—"all this great past we share with you," he told the visitors.

Postage—Inland, 3d.; Canada, 1½d.; Elsewhere Abroad, 2½d. (These rates apply as The Illustrated London News is registered at the G.P.O. as a newspaper.)



TO COMMEMORATE MAGNA CARTA: THE SCENE AT THE DEDICATION CEREMONY OF THE AMERICAN BAR ASSOCIATION'S MEMORIAL AT RUNNYMEDE.



AT GUILDHALL ON JULY 26: THE RECEPTION HELD FOR THE AMERICAN BAR ASSOCIATION BY THE LORD MAYOR AND CORPORATION OF THE CITY OF LONDON.

NOTABLE EVENTS FOR AMERICAN LAWYERS: THE MAGNA CARTA MEMORIAL DEDICATED AND A GUILDHALL RECEPTION.

Some 8500 American lawyers subscribed towards the cost of the American Bar Association's Magna Carta Memorial, which was dedicated in a ceremony at Runnymede on July 28. The monument, which was designed by Sir Edward Maufe, R.A., bears the inscription "To commemorate Magna Carta, symbol of Freedom under Law," and stands close to the spot where King John signed the Charter in 1215. The Association has presented it to the nation. Among the other outstanding events of the American Bar

Association's London meeting was an Assembly held at the Royal Festival Hall on July 26, when the Prime Minister, Mr. Macmillan, addressed the members, who gave him a rousing ovation both before and after he spoke. On July 29 members and their wives were received by the Queen at a garden party at Buckingham Palace. In all, the programme for the week included more than forty business meetings and more than 100 social events for the American lawyers and their families to choose from.



WELCOMING THE AMERICAN BAR ASSOCIATION: THE LORD CHANCELLOR SPEAKING FROM THE PLATFORM AT WESTMINSTER HALL ON JULY 24.



A NOTABLE GATHERING OF AMERICAN LAWYERS IN LONDON: MEMBERS OF THE AMERICAN BAR ASSOCIATION AT THEIR OPENING ASSEMBLY. IN THE HISTORIC SETTING OF WESTMINSTER HALL: THE OPENING ASSEMBLY OF THE AMERICAN BAR ASSOCIATION IN LONDON.

Throughout the eight days of their meeting in London the members of the American Bar Association were often reminded of the many factors which link the legal professions of the United States and Great Britain. This great common heritage was, perhaps, most poignantly illustrated during the opening Assembly of the London convention held in Westminster Hall—the very hub of Anglo-Saxon law. On the platform were gathered many leading figures of the legal profession in England, who had come to

welcome, and mingle with, their colleagues from across the Atlantic. The first of the three American speakers, the Hon. Earl Warren, Chief Justice of the United States, said that they came "as pilgrims to a shrine," and Mr. David F. Maxwell, President of the American Bar Association, speaking of the close links between American and British lawyers, said: "Our great legal professions are united—united in a common understanding, dedicated to preserve the peace of the world."



By ARTHUR BRYANT.

WALKING home a little before ten after a summer evening's recreation of weeding a plantation of infant beeches, I met the tenant of the little Wiltshire farm that lies in the valley between my woodlands. He had been up since five that morning and, though his work for the day was nearly done, he told me that he would have to drive in to the nearest market town as soon as he had finished his early morning milking in order to collect the spare part of a machine that had broken down and which he urgently required for silage making. He looked very tired, I thought, and, knowing, in an amateur way, something of the troubles of a farmer's life, my heart went out to him.

I am aware, of course, that many townsmen—and most Britons to-day are townsmen—consider that farmers are a kind of comfortable, rosy-faced folk, well feather-bedded by subsidies from the urban taxpayer, who live idyllic lives, enjoying fresh country air and country fare and pottering about with agreeable animals. Anything further from the truth it would be hard to conceive. The larger farmers, especially in eastern England where the climate is comparatively dry and suitable for corn growing, may perhaps be "feather-bedded," to use Mr. Evans's famous or notorious phrase, but after some years of looking after a small estate in the rainy West and of trying to farm part of it myself, I am convinced that small farmers work harder for their living than any other class of men with whom I am acquainted.

"To plough and sow and reap and mow, and be a farmer's boy," may seem a romantic aspiration, like running away to sea, but except for those who have large well-found farms, it butters few parsnips and butters them very thin; that is, if the boy, instead of remaining a hired farm labourer, sets up, in the traditional style of the song, with his savings and master's daughter, to be a farmer himself! For though the standard of living of the paid agricultural worker has greatly improved, that of the small independent dairy or hill farmer—and most British farmers in the West are something of this kind—has, almost certainly, deteriorated in recent years, at least since the end of the war. Since I first started employing rural labour thirty-three years ago, the basic agricultural wage has multiplied fivefold. Admittedly, it was then disgracefully low, and is still, for all its ostensibly spectacular rise, low in relation to the wages of comparably skilled urban workers. For a farm-worker, if he is worth his salt, is an exceedingly skilled craftsman and probably a more adaptable one than almost any factory worker. He is also a highly responsible one, for if he looks after animals he has constantly to use judgment and exercise conscience.

A cow, for instance, is as delicate and complex a piece of mechanism as any machine and needs every bit as much looking after.

The friendly cow, all red and white,
I love with all my heart;
She gives me cream with all her might,
To eat with apple tart!

What machine can do as much? Yet to get her to do so the farm-worker has to be not only her milker, but her nurse, her trainer, her guardian, her drover, her marriage-agent, her midwife and her friend. He has to watch her and her

companions as a mother watches over her children, and to be ready to go to her immediate aid at any hour of the day or night, and he has to understand her every mood. A good dairyman or herdsman earns his basic wage and a great deal more.

Yet his work and his responsibilities are both child's play compared with those of the small working farmer, the kind of man whom I met coming wearily home across my fields and his the other evening. Such a man has not only to work his farm, either with no hired labour at all or, at

LEADING AMERICAN LAWYERS IN LONDON.

MR. HERBERT BROWNELL, JUN.,
THE UNITED STATES ATTORNEY-
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DENT OF THE AMERICAN BAR
ASSOCIATION.THE HON. JOHN M. HARLAN,
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JUSTICE OF THE UNITED STATES
SUPREME COURT.THE HON. THOMAS C. CLARK, ASSO-
CIATE JUSTICE OF THE U.S.
SUPREME COURT.MR. THOMAS E. DEWEY, THE
FORMER GOVERNOR OF NEW
YORK STATE.

Some 2700 members of the American Bar Association, which is the oldest and largest voluntary national association of the American legal profession, gathered in London on July 24 for the continuation of their eightieth annual meeting, which had opened in New York on July 15. Portraits of six of the leading figures in this notable gathering are seen on this page. The American legal profession is not divided between barristers and solicitors, as is our own, and both branches of the legal profession in this country have joined in welcoming the Americans.

best, with a single man to help him—and; unless he has a good free cottage to offer, such hired labour may be exceedingly hard to find and, even when found, alarmingly precarious—but he has to be master of every activity carried out on the farm and to be a sound and courageous as well as a prudent judge of every financial risk required to stock and maintain a farm.

And for the small independent man without reserves of capital to fall back on—and how, under our present tax system, can he acquire any?—farming involves incessant and repeated risk; weather, disease, accident, the vagaries of

the market, and bureaucratic processes beyond his control, may, and almost certainly will, falsify his best-laid plans and calculations. And for all his risk and for all his untiring labour and responsibility such a small working farmer is probably lucky if, after meeting all his expenses and obligations, he clears ten or twelve pounds a week for himself and his family. Is there any other man, except a professional sailor, soldier or airman in wartime, who runs such risks and works so hard and with so high and necessary a standard of skill for so small a reward? It is not even a certain one. And unlike a servant of the Crown, a farmer, however slender his working earnings, has no pension. If fortune favours him for a while, as in the years immediately after the war, the tax-collector at present taxation rates makes it hard for him to put anything aside for a rainy day.

As for subsidies, a great deal of nonsense is talked about these. It is conveniently forgotten by those who talk it that, out of deference to a long-standing political tradition—possibly prejudice might be the better word—home agriculture receives little or no protection against foreign competition. This might matter little to the farmer if it were not for the fact that almost every item required for his farming activities is either protected by tariffs against cheaper foreign competition or taxed by the Government in order to subsidise some other class of the community. For his tractor, his van, his machinery, his implements, his buildings and equipment, his petrol and oil, his transport and his labour, the farmer, who is expected to sell his products under the old Free Trade conditions of *laissez-faire* days, has to pay a price which is artificially decided for him by others and over whose fixing he has little and usually no control at all.

Without subsidies, therefore, he would be unable to remain in business at all, and English agriculture, and with it the production of more than half the country's foodstuffs, would come to a grinding halt, which, and the farmer's bankruptcy, could then only be averted by a cataclysmic rise in food prices. In a market in which the price of almost every other commodity is being artificially inflated, the price of food is kept far below its real comparative level. The test of this is to reckon the proportion of the average family income that to-day is spent on food compared with the proportion spent on it fifty years ago.

The British people, the Prime Minister said in a speech the other day, "have never had it so good." I doubt if, by and large, they have ever had a greater freedom of purchasing choice and bought it under easier working conditions. Part of that improvement in their living standards and hours and conditions of labour can be set down to machinery. But part of it, at least, I believe, rests on the industry, skill and efficiency of the man who works in mud and muck in all weathers, who never counts his hours or quits till his work is done, who never forgets that his responsibility to his beasts and crops—the nation's food—is a priority that takes precedence over every personal claim and convenience, and who accepts as his remuneration a claim on other men's goods and services lower than that of any other member of the community. He has his reward; he lives by the sweat of his brow—the key to health and, other things being equal, happiness—gives his fellows more than he takes from them, and is a man.



A HIGHLIGHT OF THE VISIT TO BRITAIN BY THE AMERICAN BAR ASSOCIATION—THE GARDEN PARTY AT BUCKINGHAM PALACE: THE QUEEN AND THE DUKE OF EDINBURGH WITH SOME OF THEIR GUESTS.

Throughout their visit to London the members of the American Bar Association have been expressing their respect for English law. On the afternoon of July 29 these American visitors were the guests of her Majesty at a garden party in the grounds of Buckingham Palace—and were able to give a demonstration of their even greater respect and affection for our monarchy. There were some 5000 guests—the great majority of them American lawyers and their wives—and there was an air of hushed expectancy as the arrival of the Royal party was awaited. Shortly after 3.30 p.m. the Queen and the Duke of Edinburgh,

followed by the Queen Mother, the Princess Royal and the Duchess of Kent, came on to the terrace overlooking the garden. Sir Hartley Shawcross, Chairman of the Bar Council, presented Mr. David F. Maxwell, President of the American Bar Association, and Mrs. Maxwell to the Queen and the Duke of Edinburgh, and Mr. Maxwell then presented some of his colleagues while the many other guests thronged round to catch a glimpse of the Queen, and other members of the Royal party. A special feature of the refreshments on this unusual occasion was the inclusion of miniature "hot dogs."

SINCE last week's article was written a great deal of fresh information has been issued, in White Papers and by other means, about the scheme for the reduction of the armed forces. Two new sections of this scheme were unknown to me when I wrote, except that I was aware of their general principles. They are the compensation payable to those who become redundant in the process of reduction and the manner in which it is proposed to deal with redundancy. In the matter of compensation all three fighting services are, of course, included, and details of how each will be affected have been given. Otherwise, beyond the briefest of statements about the treatment of redundancy in the Navy and Royal Air Force, all the information concerns the Army, which faces, if not the worst problem, certainly by far the most complex.

I am dealing first with these two new features, compensation and the treatment of redundancy, keeping the summary brief enough to save a little space for some minor—but to my mind not uninteresting—points which help to fill in the picture sketched last week. I begin by stating that the terms of compensation are generous. In these times the proviso has to be added that its value must depend on that of the money in which it is paid. There is, I consider, provision for a certain amount of inflation, but if the rise were allowed to get out of control the handsome benefits would soon disappear. Another tribute must be paid to the decision to give some compensation to those retiring normally or invalidated out during the "run-down," on the ground that the large number of premature retirements will make it harder to find civilian jobs. These grants are £500 for officers and £250 for other ranks with fifteen years' service.

Those closely interested have read the details in the White Paper itself, or in the daily newspapers. The subject is so complex that even these details are only illustrative, so that here it is only a question of giving fewer illustrations. Working from the top, for a captain (over six years) in the Navy, aged forty-six, a typical terminal grant would be £3000, and a special capital payment £6000; for a brigadier and air commodore, aged forty-four, the figures would be respectively £2760 and £6000. In the middle, a naval commander, aged thirty-four, would receive a typical terminal grant of £1537 and capital payment of £4500; for a major of thirty-four the figures would be £1305 and £4000; for a squadron leader, aged thirty-one, £1143 and £2500.

Lower down, the figures for a naval lieutenant, an Army captain, and a flight lieutenant, each aged thirty-one, the figures are exactly the same: terminal grant £975, capital payment £2500. For other ranks on pensionable engagements there will be a capital payment of from £1000 to £1200 for men with ten to fourteen years' service. For men with fifteen years' service the capital payment will range from £250, if they are retired at the end of their engagement, to £1250 if retired three years or more earlier. Officers and others taking

A WINDOW ON THE WORLD. DETAILS OF MILITARY REORGANISATION.

By CYRIL FALLS,

Sometime Chichele Professor of the History of War, Oxford.

up "retired officer" or similar posts in the services or established posts specially reserved in the Civil Service or Foreign Service will have to refund part of their capital payment, but the terminal grant, retired pay, and pension remain intact.

The first approach to the premature retirements will be to make them "voluntary" as far as possible. That is to say, though retirements up to a certain figure are compulsory, those who prefer to, may send in their names as desiring to go. In the Army a period of about three months will be given for reflection, and by the beginning of next year all will be informed that they are inscribed on one of three lists: (A) those required to remain; (B) those who will go by 1959; and (C) those about whose cases there is still some doubt. (C) is expected to be a small list, and

The Secretary of State for War estimates that, whereas the proportion of fighting to administrative services (vulgarly "teeth" to "tail") is now about 58 per cent. to 42 per cent., at the end of the reorganisation it will be about 65 per cent. to 35 per cent. Something of the sort could be gathered from the proportion of survivors to

casualties in the Cavalry and Infantry of the Line, as I pointed out last week. There will be only one band in each brigade, but regiments will be allowed to retain their own drum, pipe or bugle bands. The sentimental will gnash their teeth, but the decision involves the salvation of two battalions and is surely correct from that point of view.

Similarly, regimental museums will give way to brigade museums, in which each regiment can arrange to have its own section. In addition to the brigade depots, regiments can have small depots, I understand run by retired officers, to keep in touch with their areas. In some cases it would surely be advisable to keep the regimental museum separate and plant it in the "small depot." Suppose it is decreed that the depot of the Light Infantry Brigade, containing Somerset L.I. and D.C.L.I. amalgamated, K.O.Y.L.I., King's

Shropshire L.I., and Durham L.I., is to be in Durham, rather a bleak home, anyhow, for dwellers amid Somerset orchards and Cornish palms, what interest will be taken in the southrons' trophies up there compared with what would be taken in one of their own shires?

It has been claimed that the method of compulsory amalgamation of a number of regiments which has been selected for the reduction of the Infantry of the Line—as for that of the Cavalry and Royal Tank Regiment—is the most practical. I am disposed to agree. But one argument in favour of applying another method, known by the self-explanatory name of "suspended animation," [to half the regiments now to be amalgamated is perhaps worth mention. If for any reason more infantry were required, authority would certainly raise it in 2nd battalions, so that those amalgamated under the present scheme would reap no advantage. There would simply be two battalions of a composite regiment instead of one. If, on the other hand, there existed bat-

talions in suspended animation, authority would revive them, to the benefit of all concerned.

The Army has passed through many experiences, none exactly resembling this, but several of them having a certain similarity. Infantry regiments, in particular, could in many cases, above all when their 2nd battalions are taken into account, as they should be, tell of curious titles once worn and strange vicissitudes undergone. Highlanders have had a spell as Infantry of the Line because their uniform was "objectionable to the natives of South Britain" and Fusiliers from Ulster been Grenadiers from India. The present reduction may be the unkindest cut of all, but it is also the most intelligently made. All who love the Army, indeed, all who love their country, will hope to see the best made of the new situation.



ON THE FINAL DAY OF THE 400TH ANNIVERSARY CELEBRATIONS AT REPTON SCHOOL: THE ARCHBISHOP OF CANTERBURY LAYING THE FOUNDATION-STONE OF THE NEW MEMORIAL HALL.

On July 28, the final day of four days of celebrations arranged to mark the 400th anniversary of the foundation of Repton School by Sir John Port, the Archbishop of Canterbury, who was Headmaster of Repton from 1914-32, laid the foundation-stone of the new Memorial Hall, which is to form part of the new Precinct. This ceremony was followed by a Thanksgiving and Commemoration Service in the School Chapel, which was conducted by the Archbishop of Canterbury and at which the Archbishop of York, an Old Reptonian, preached the sermon. After the service most of those who had attended the celebrations gathered round the ancient cross in the centre of Repton village, and the Archbishop of Canterbury pronounced a blessing on the School and the village, thus bringing to a close four memorable days in the history of this famous School, drawings of which, by Dennis Flanders, appeared in our last issue.

every effort will be made to move names off it on to (A) or (B).

The subject of resettlement is at present under review by an inter-departmental committee. Despite over-full employment, it is by no means an easy matter to resettle lieutenant-colonels and brigadiers. The possibility of increasing the number of reserved vacancies for former regulars is being examined, as is that of longer and fuller training courses. The Ministry of Education is prepared to consider special arrangements to recruit and train teachers from among redundant officers and other ranks. The Ministry of Labour will, if necessary, extend the Government Vocational Training Scheme.

Now for a few points omitted as the result of lack of space or knowledge from last week's article.

A WINDOW ON THE WORLD—I.



FRANCE. FOUR GENERATIONS OF ONE FAMILY AT ST. REMY, BOUCHES DU RHONE: A DOCTOR AND HIS WIFE (CENTRE) CELEBRATING THEIR DIAMOND WEDDING RECENTLY AND SURROUNDED BY THEIR 8 CHILDREN, 70 GRANDCHILDREN AND 40 GREAT-GRANDCHILDREN.



TUNISIA. THE PRESIDENT OF THE NEW TUNISIAN REPUBLIC: MR. BOURGUIBA (RIGHT CENTRE), WITH OTHER TUNISIAN LEADERS.

On July 25 the Monarchy of Tunisia was abolished and the country declared a republic. The Bey, the former monarch, remained at his villa outside Tunis, and Mr. Bourguiba, who is continuing to act as Prime Minister, became the first President. The executive power is to continue until the promulgation of the constitution.



EGYPT. THE FIRST ISRAEL-BOUND VESSEL TO PASS THROUGH THE SUEZ CANAL SINCE LAST NOVEMBER: THE BIRGITTE TOFT, A DANISH SHIP.



EGYPT. SEIZED BY EGYPTIAN AUTHORITIES FROM THE BIRGITTE TOFT: THE ISRAELI SEAMAN RAFI EYLON, HERE SEEN BLINDFOLDED. On July 22 the Egyptian authorities detained an Israeli seaman, Rafi Eylon, who was one of the crew of the Danish vessel *Birgitte Toft*, which was passing through the Suez Canal and was bound for Haifa with a cargo for Israel. The Secretary-General of the U.N. and the Danish Embassy in Cairo were to ask Egypt about Eylon's detention.



U.S.A. BACKSTAGE AFTER A PERFORMANCE OF "MY FAIR LADY" IN NEW YORK ON JULY 25: MR. SUHRAWARDY, PRIME MINISTER OF PAKISTAN, WITH THE STARS OF THE SHOW, JULIE ANDREWS, REX HARRISON AND (LEFT) REGINALD DENNY.



U.S.A. THE HOLE IN THE SIDE OF AN AMERICAN AIRLINER THROUGH WHICH A PASSENGER WAS BLOWN DURING FLIGHT.

On July 25 part of the side of an American airliner was blown away during flight and a passenger was found to be missing. It is believed the lost man shot himself and bullets from his gun weakened the fabric of the aircraft, thus causing the hole through which he was sucked.

A WINDOW ON THE WORLD—II.



EGYPT. PARADING BEFORE PRESIDENT NASSER IN CAIRO: TANKS FROM THE SOVIET BLOC AND LOW-FLYING ILYUSHIN BOMBERS AND MIG JET FIGHTERS.

On July 23 Egypt's armed forces marked the fifth anniversary of the military *coup d'état* which ousted King Farouk with a parade in Cairo which showed yet again the extent of Egypt's acquisitions of armaments from the Iron Curtain countries. Soviet-built tanks, self-propelled guns, truck-drawn heavy artillery and other equipment clattered past President Nasser.



EGYPT. RUMBLING PAST THE REVIEWING DAIS IN REPUBLIC SQUARE, CAIRO: SOVIET-BUILT T.34 MEDIUM TANKS WHICH TOOK PART IN THE PARADE.



EGYPT. OFF ALEXANDRIA: PRESIDENT NASSER (HATLESS—LEFT) WATCHING A SOVIET-BUILT SUBMARINE DURING A NAVAL REVIEW ON JULY 27.

On July 27 President Nasser watched his three recently-acquired Soviet-built submarines taking part in a naval review off Alexandria. The exercise was described as the biggest in Egyptian naval history and live ammunition was reported to have been used during the manoeuvres. Colonel Nasser watched the display from the destroyer *Nasser*.



JORDAN. ACCUSED OF PLOTTING AGAINST KING HUSSEIN: OFFICERS OF THE JORDANIAN ARMY ASSEMBLED AT AMMAN FOR THE FIRST MILITARY COURT.

A plot hatched in the Jordanian Army to kill King Hussein and create a near-Communist republic in Jordan was described at the opening session of a military tribunal in Amman on July 27. Fourteen of twenty-two accused of complicity in the plot appeared in court, eight who escaped across the frontier into Syria when the *coup d'état* collapsed are being tried *in absentia*. The accused, seen in this photograph, appear to be surprisingly cheerful.



OMAN. AT MUSCAT'S SMALL AIRPORT: A RECENT SCENE AT THE CUSTOMS AND PASSPORT OFFICE WHICH IS THE ONLY BUILDING THERE.

On July 28 Sir Bernard Burrows, British political adviser in Bahrain, who called at Sharjah on his way back from three days of consultations with the Sultan of Muscat, reported that the Oman rebellion had lost its momentum. Sir Bernard said that the numbers involved were "very small" and that the scope of the whole affair had been greatly exaggerated.



OMAN. AFTER THE ATTACK ON JULY 24 BY R.A.F. AIRCRAFT: THE FORT AT IZKI, IN THE DISSIDENT AREA OF OMAN.

A WINDOW ON THE WORLD—III.



(Above.)
CONNEMARA, EIRE.
WHERE ALCOCK AND BROWN LANDED AFTER THEIR TRANS-ATLANTIC FLIGHT IN 1919: THE SCENE OF DESOLATION NOW MARRING THIS HISTORIC SPOT. In December 1919 Alcock and Brown made history when they became the first airmen to fly across the Atlantic. They flew from Newfoundland, and after 16 hrs. and 12 mins. crash-landed near Clifden, in Ireland, close to the Marconi wireless station. Only the wreckage of the station now marks this historic spot.



CALIFORNIA, U.S. ROCKETS FOR FIGHTING FIRE: ROCKET-POWERED FIRE EXTINGUISHERS HEADING FOR A TARGET WHERE THEY WILL DOUSE FLAMES WITH A BORATE SOLUTION. THIS METHOD OF FIGHTING FOREST FIRES WAS BEING TESTED IN CALIFORNIA.

(Right.)
ITALY. THE CAR IN WHICH EX-KING LEOPOLD AND PRINCESS LILIANE CRASHED SHORTLY AFTER LEAVING CORTINA.

On July 21 King Leopold, former King of the Belgians, and his wife, Princess Liliane, skidded and crashed while driving on a slippery road near Cortina. They were not seriously hurt. The Princess was driving, according to an official statement. Ex-King Leopold's first wife, Queen Astrid, was killed in a car accident—when King Leopold was driving—in 1935. In Cortina, ex-King Leopold had unveiled a bust of his father, King Albert, who was killed in a climbing accident.



GERMANY. A NEW RAILWAY DEMONSTRATED NEAR COLOGNE: PEOPLE WAITING TO ENTER THE COACH OF DR. AXEL WENNER-GREN'S "ALWEG" MONORAIL.

On July 23, at Fühlingen, near Cologne, the "Alweg" monorail—the project of the Swedish industrialist Dr. Wenner-Gren—was demonstrated for the first time with a normal-size railway coach on it. The "Alweg" system is said to have several advantages over orthodox railways, and a 60-mile stretch of it is to be built at Sao Paulo, Brazil.



AUSTRIA. A SPECTACULAR SETTING FOR PERFORMANCES IN THE BREGENZ FESTIVAL (JULY 19—AUGUST 18): THE STAGE—SAID TO BE THE LARGEST IN EUROPE—WHICH HAS BEEN ERECTED ON LAKE CONSTANCE.

A WINDOW ON THE WORLD—IV.



NEW ZEALAND. TAUMATAWHAKATANGIHANGAKOAUAUATAMATEAPOKAIWHENUAKITANATAHU.



MASSACHUSETTS, U.S. LAKE CHARGOGGAGOGGMANCHAUGGAGOGGCHAUBUNAGUNGAMAUGG.

In our issue of May 18 we published photographs of Lake Chargoggagoggmanchauggagoggchaubunagungamaugg—the beautiful lake at Webster, Massachusetts, with a name running to forty-five letters. Soon afterwards a New Zealand reader drew our attention to the fifty-seven-letter name of the gently curving hill in the background in the left centre of the top photograph, which, as the New Zealand Automobile Association's signpost tells us, is Taumatawhakatangihangakoauauatamateapokaiwhenuakitanatahu. This hill is on a sheep farm in the Southern Hawkes Bay area in North Island and its name means: "the place where Tamatea known

as Land Eater played on his flute to his loved one." It is a name which could be greatly lengthened because of the changeability of Tamatea's name. In Maori mythology Tamatea was an explorer who was fond of place names of great length. This New Zealand claim to having the longest place name in the world appears to be just successfully challenged by the fifty-eight-letter name of the Welsh village of Llanfairpwllgwyngyllgogerychwyrndrobwlllantysiliogogoch (a photograph of which also appeared in our May 18 issue)—unless, of course, the New Zealanders give Tamatea his full name—Tamateaturipukakapikimaungahoronukupokeiwhenua!

MORE PRIVATE PAPERS OF JAMES BOSWELL.

"BOSWELL IN SEARCH OF A WIFE, 1766-1769": Edited by FRANK BRADY and FREDERICK A. POTTLE.*

An Appreciation by SIR JOHN SQUIRE.

BOSWELL, who certainly desired fame, notice, applause, publicity, as much as any man who ever lived, would have strutted like a pouter pigeon had he been able to foresee the tremendous fuss which would be made of him when his diaries (obviously written for posterity but precariously preserved by his descendants) at last came to light well over a century after his death. The purchase by Colonel Isham of the great mass of papers from Malahide Castle switched a strong searchlight upon his figure, and the great and very expensive limited edition which the late Geoffrey Scott was commissioned by Colonel Isham to edit, but did not live to finish, enormously fomented curiosity among a large body of people who never set eyes on the volumes themselves, but merely heard rumours of them. Yale University took over the project, and its aims broadened. It is not now a mere plan of publishing the papers from Malahide, and the supplementary ones from Fettercairn, which were brought to light by Professor C. Collier Abbott. It is not merely a "Life and Letters of James Boswell." I cannot better indicate the scale of the enterprise than by quoting from the impressive editorial note to the new volume.

"The Yale Edition," it states, "of the Private Papers of James Boswell will consist of two independent but parallel series planned and executed for different types of readers. One, the 'research' edition, will give a complete text of Boswell's journals, diaries, and memoranda; of his correspondence; and of 'The Life of Johnson,' from the original manuscript: the whole running to at least thirty volumes. It will preserve the spelling and capitalisation of the original documents and will be provided with extensive scholarly annotation. A large group of editors and a permanent office staff are engaged in this comprehensive undertaking, the first volume of which may appear by 1957. The other, the reading or 'trade' edition, will select from the total mass of papers those portions that appear likely to interest the general reading public, and will present them in modern spelling and with annotation of a popular cast. The publishers may also issue limited *de luxe* printings of the trade volumes, with extra illustrations and special editorial matter, but in no case will the trade volumes or the *de luxe* printings include matter from Boswell's archives that will not also appear in the research edition." This rather sounds as though most of us must be content with the crumbs which fall from the rich man's table. It isn't as bad as that; most of us will find the crumbs as good as a feast, if occasionally rather poisonous. Another reflection which may occur to Englishmen interested in their national archives is that we may be envious of the Boswell students who are endowed with "a large group of editors and a permanent staff," when our own ambitious enterprises, the Victoria County Histories and the Historical Manuscripts Commission, crawl slowly, being starved for money, while Government-backed organisations spend it in plenty putting plays by Bernard Shaw (I speak symbolically) on in Guatemala and exhibiting the silly doodlings of Paul Klee in London. However, if "cultural" jobs cannot be done in the Farewell State, we

should be thankful that our manuscripts and our scholarship can be carried on across the Atlantic.

"The present volume," the note concludes, "is the sixth of the trade edition." I must have missed one. There was "Boswell's London Journal," a young and rather Pepysian affair. There was "Boswell in Holland." There was



BOSWELL'S WIFE: MARGARET MONTGOMERIE (?1738-1789), WHOM HE MARRIED IN 1769.

From the oil painting in the collection of Sir Gilbert Elliott of Stobs, Bt.

warrior, with "Corsican Boswell" around his hat-band—or it might have been sash.

That is one episode in this new volume. The volume ends with his marriage to his cousin Margaret Montgomerie. The chief charge against her amongst Johnsonians is that she didn't like Doctor Johnson. May it not be that, in her Scottish fastness, somebody may have led her poor, charming little Jamie astray, and that it might have been that overwhelming, grunting, growling, friend of his from England? As a rule, Johnson was very much liked by women, even by the most delicate. His table-manners may not have been perfect—though Boswell had a fine sense of chiaroscuro in contrasting his lights with his darks. But he charmed people, of both sexes, all the same.

As for Boswell, he wanted to think that he charmed people: that he enchanted men and was a lady-killer. "Corsica Boswell" was always aware of the grandeur of his ancient race—it wasn't very grand and it wasn't very ancient. He also saw himself as an enchanter not merely of Britain but of Europe. In his "Search of a Wife" he prospects a number of women, always hesitating as to whether their rank or fortune was worthy to be pitted against the exalted position of Boswell of Auchinleck. He does, in the course of the present volume, appear with some credit as an energetic barrister. He does appear as a lover of the family estate. But as a lover he is preposterous. He calculates all the time, and even when he appears to be settled, is utterly incapable of being faithful, or of avoiding the most squalid adventures.

There is a good deal of squalor in this book—which is as readable as Pepys, who enjoyed squalor in a lesser way—but there is one episode, which I had rather not describe, of which Boswell recounts not merely his own recklessness about health, but his recklessness about other people's. It's distasteful to mention it, and I shan't enter into details.

"And yet, and yet," a voice whispers, this is the little man whom Johnson loved, and with whom Johnson condescended to take the laborious journey to the Highlands and the Islands. Whatever the evidence to the contrary, one must bow to Johnson's opinion. Boswell has always been a puzzle and a paradox. Macaulay, in a famous essay, suggested that the "Life of Johnson" was the greatest biography extant, and written by the greatest fool who ever lived.

That won't wash. But I doubt if, when the whole thirty volumes (or more) of the Yale Edition have been produced, anybody will

ever be able to integrate Boswell. In his private life he kept on doing things which he knew were not merely wrong, but beneath the dignity of the great Boswell of Auchinleck: then it was a matter of "Repentance oft I swore" and then it was a matter of doing it all over again.

Johnson knew nothing of that. He had a few friends who were rather scampish gentlemen. But he didn't know that he had hugged a cad to his bosom. And the Boswell Johnson knew was evidently not a cad.

Novels are reviewed by K. John, and other books by E. D. O'Brien, on page 208 of this issue

Read this in
your own room.
I think as long as
you please. But
let me have a positive
answer as I am quite
dependant on you.

ADDRESSED TO MARGARET MONTGOMERIE: THE POSTSCRIPT TO BOSWELL'S LETTER PROPOSING MARRIAGE.

From the original in the Yale University Library.

Both illustrations reproduced from "Boswell in Search of a Wife, 1766-1769," by courtesy of the publishers, William Heinemann Ltd.

"Boswell on the Grand Tour, Germany and Switzerland, 1764," in which the gorgeous Scottish milord, the Baron de Boswell, was affably received at minor German Courts, and there was "Boswell on the Grand Tour, Italy, Corsica and France, 1765-1766." That book was notable because it saw Boswell in and out of Corsica, a little country rightly struggling to be free, under the gallant General Paoli, first against the Genoese and then against the French. When he returned to Britain Boswell published his book about Corsica. There is here recorded (as it was in Mr. J. C. Trewin's recent volume about theatrical history) the little peacock's arrival at the Stratford Jubilee, arranged by Garrick and ruined by rain, as a Corsican

* "Boswell in Search of a Wife, 1766-1769." Edited by Frank Brady, Assistant Professor of English, and Frederick A. Pottle, Sterling Professor of English, Yale University. Illustrated. (Heinemann; 30s.)



A PAGE FOR COLLECTORS.

By FRANK DAVIS.

IBBETSON AT KENWOOD.

says the painter, "on a coasting voyage between Hull and Leith." The charming painted surround sets it off to perfection. It was presented by Ibbetson in 1803 to William Roscoe and bequeathed by Mrs. Agnes Roscoe to the Walker Art Gallery in 1950.

With the aid of a most informative catalogue you are able to follow the fortunes of an artist who becomes more and more sympathetic as the

Lord Mansfield. He moved to Liverpool, where Vernon, a local dealer, let him down. He tried Scotland, then the Lake District; there in 1801, a man of forty-two, he married a second time. The girl, Bella Thompson, the daughter of a weaver, was only eighteen. They were very happy together and he was obviously immensely proud of her, for he painted her many times. Eventually the family moved to Masham, in Yorkshire. After his death in 1817 Bella wrote: "In the retirement of a small town in Yorkshire, few circumstances arose to interrupt his tranquillity. Years glided away in comfort, though not in affluence."

A record of these last years is to be seen in a painting of the family circle at Masham from the Leeds City Art Gallery in which, in a modest kitchen, Bella is dressing her daughter Caroline, her parents are seated at a table; the two sons by his first wife and three grandchildren are spread around the room, together with dog, cat and kitten and some beautifully-painted crocks—Teniers could scarcely have done better, more than a century earlier, nor Wilkie, a few years later. Another painting is at once a witness to Ibbetson's pride in his young wife and to the prudery of the age. You see a landscape, a scene outside the Black Cock Inn, possibly at Ambleside. This unlocks to reveal Bella as a reclining Titianesque Venus lying beside the beck at Troutbeck. Set down thus, the idea may appear equivocal: I find it touching.

Cows to-day are obviously not what they were 160 years ago. A painting lent by Lady Zia Wernher, shows two of Lord Mansfield's pedigree Warwickshire cattle with the south front of Kenwood in the background. He did several sketches of animals in Kenwood Park and these were used as illustrations to Church's "Cabinet of Quadrupeds," 1805; he also made several pictures of sailors returning home after a voyage; in one of them, lent by Greenwich, we see them carousing in the Long Room at Portsmouth after being paid-off. A group in the foreground is frying watches over a fire: a puzzling occupation, until we learn that this was a traditional custom after the distribution of prize money.



FIG. 1. "A WORK OF GREAT VIVACITY": IBBETSON'S "PORTRAIT OF HUGH MULLIGAN," WHICH FRANK DAVIS DISCUSSES IN HIS ARTICLE ON THE INTERESTING IBBETSON EXHIBITION AT KENWOOD.

(Oil on panel; 8½ by 6½ ins.) (Lent by the Walker Art Gallery, Liverpool.)

AT Kenwood, the great Adam house at Hampstead—or is it technically Highgate?—which the 1st Lord Iveagh bequeathed to the people of London, together with its garden, lake, and certain masterpieces of painting—to wit, among other things, the Rembrandt self-portrait, the Cuyt "View of Dordrecht" and the Vermeer "Lady With the Guitar"—there is to be seen an exhibition of paintings and drawings by that very minor English painter Ibbetson, who rejoiced in the unusual names of Julius Caesar, a reference to the manner of his birth. His youthful Rubicon was the Humber, for he ran away from Hull, where he was serving an apprenticeship to a ship painter, to seek his fortune in London. There he worked for a picture restorer—he was seventeen years of age—and probably tried his hand at faking as well, so that it is quite possible that we owe him rather more than we know or would care to acknowledge.

However, he is an extremely interesting person in his own right, and it is entirely apposite that these seventy or so works by him should be seen at Kenwood, for he was commissioned to decorate the Music Room there (his only venture in decorative painting) and many fragments of these designs are shown. They are charming things, little ovals with putti-picking apples or ploughing or threshing, interspersed with romantic Welsh views. They were removed from the walls of the Music Room about thirty-five years ago. Five years later Lord Iveagh gave them away and they were bought back by the Iveagh Bequest in 1952.

Ibbetson was twenty-six when he had his first picture hung at the Royal Academy in 1785. Two years later he was appointed draughtsman to the Mission to China, led by Colonel Cathcart. The Mission never reached Peking for its leader died on the voyage and was buried in Java; the event was duly recorded by Ibbetson in a painting which has always remained in the Cathcart family and has been lent by Lord Cathcart. On his return the painter was a guest at various country houses, beginning with Cardiff Castle, and there are many Welsh views dating from this period and from a later tour in 1798 in company with his friend and patron the Hon. Robert Greville.

He can, on occasion, be uncompromisingly tame, but sometimes he allows his innate romanticism to take possession of him and I would suggest that Fig. 2, "A Phæton in a Storm," lent by the Leeds City Art Gallery, brings to the Welsh hills something of the terrifying grandeur which Salvator Rosa found in the Apennines. The picture records an incident of the journey, and the man behind the vehicle placing stones beneath the rear wheels is Ibbetson himself. His portraits seem to me decidedly pedestrian with one notable—indeed astonishing—exception: the portrait of the engraver and bookseller of Liverpool (Fig. 1), Hugh Mulligan, who, together with the local M.P., William Roscoe, befriended him in 1798 when his fortunes were at their lowest ebb. This is a work of great vivacity, clearly painted from the heart and at white heat—"taken unknown to him,"



FIG. 2. "A PHÆTON IN A STORM," A PAINTING BY JULIUS CÆSAR IBBETSON (1759-1817), IN THE EXHIBITION OF HIS WORK WHICH CONTINUES AT THE IVEAGH BEQUEST, KENWOOD, UNTIL SEPTEMBER. THE MAN PUTTING STONES UNDER THE REAR WHEELS OF THE PHÆTON IS THE ARTIST HIMSELF.

(Oil on canvas; 26½ by 36½ ins.) (Lent by Leeds City Art Gallery.)

years pass. Fate dealt him more than one shrewd blow and there must have been moments, especially after the death of his first wife in 1794, when the future seemed exceptionally grim. He was ill, in debt and had three surviving children, out of eleven, to look after. Colonel Cathcart died; then

the calibre of Graham Sutherland would find his imagination stimulated by the sight of a Bessemer or of an open-hearth furnace in action—we might witness something truly remarkable as a result—more inspiring (if I may say so) than Mr. Lowry's loving evocations of Manchester squalor.

The drawings and watercolours—twenty-five of them—seem to me of a more even quality than the paintings. In 1802 he himself wrote that he had "thousands" of sketches made in Wales and elsewhere, but it seems that a great number of them were accidentally destroyed towards the end of his life. They include, as well as the usual charming landscape studies, drawings made for book illustration (a delightful set of twelve, for example, to illustrate a picaresque satire of 1785, "Modern Times, or the Adventures of Gabriel Outcast," lent by Sir Bruce Ingram), and some interesting sketches of local industries—iron at Merthyr Tydfil, copper mines at Anglesey. Industrial subjects were at this time rather beneath the notice of artists, with Wright of Derby a notable exception. Industry can be grim—it can also be romantic and exciting, offering formidable problems. Consider what a picture Van Gogh made of the factories at Clichy. I often wonder whether a modern painter of



(Above.)
A SUPERB EXAMPLE OF THE WORK OF AN ANONYMOUS LONDON CABINET-MAKER: AN EIGHTEENTH-CENTURY BOMBE MARQUETRY COMMUNE, FORMERLY AT HAGLEY PARK, WHICH HAS BEEN ACQUIRED BY THE VICTORIA AND ALBERT MUSEUM FOR £4000.

THIS outstanding eighteenth-century commode has been purchased by the Victoria and Albert Museum for £4000, with the aid of a grant of £2000 from the National Art-Collections Fund. It had been sold to a collector abroad, but in view of the objections raised by the Museum the question of its export was referred to the Treasury Reviewing Committee on the Export of Works of Art. As a result it was declared to be of such national importance that it should be retained in this country, and an export licence was refused. Until 1950 this commode formed part of the furnishings of Viscount Cobham's seat at Hagley Park. It is of bombe form and is

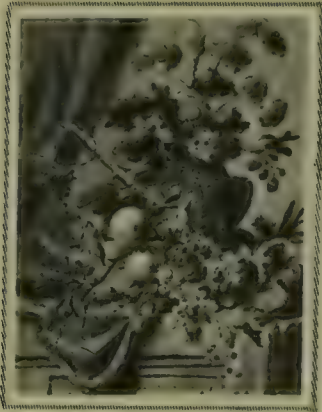
[Continued opposite.

(Right.)
SHOWING ONE OF THE EXQUISITE PANELS OF FLORAL MARQUETRY IN COLOURED WOODS: A SIDE-VIEW OF THE COMMUNE, WHICH IS ON VIEW IN THE NEW ACQUISITIONS COURT AT THE MUSEUM.



[Continued.]

decorated with panels of floral marquetry in coloured woods. On the top and front these panels are within cartouches composed of the most lively Rococo scrollwork, which are enclosed by panels of marquetry within a wide border of interlacing strapwork against a green-stained ground, with medallions enclosing Roman heads at the corners. Both French and German influences are strong in the design of this piece, but its general form is English, as are the gilt brass mounts, a characteristic of which dates the piece to the decade 1760-70. It seems very likely that the commode was the work of a foreign immigré working in this country, who had learnt his craft in Germany, or among the numerous Germans working in Paris. No definite attribution is yet possible, but an immigré craftsman known to have been working in London during the third quarter of the eighteenth century, in a style bearing close similarity to the features of this commode, is the German cabinet-maker Abraham Roentgen of Neuviwed. The acquisition of this rare piece makes a noteworthy addition to the already superb collection of English furniture at the Victoria and Albert.



IN AN ENGLISH GARDEN.



A FEW weeks—or months—ago, I wrote about the virtues and advantages of converting the steep turf banks, which often occur between terrace and lawn, from grass to rock garden. Such turf banks are an everlasting nuisance. The steeper they are, the more difficult they are to mow, whilst the easier their gradient, the greater the area there is needing attention. Treated quite simply as a rocky outcrop, a long, straight strip of rock garden, and planted with the easier, showier rock and Alpine plants, the bank at once becomes a thing of beauty and interest, whilst the labour needed for upkeep is reduced enormously. Instead of the monotony of a weekly penance with the lawn-mower, there will be little to do beyond occasional hand weeding, and a little judicious trimming from time to time. The plants for such a bank rock garden might include such things as the stronger-growing pinks, *Saponaria ocymoides*—especially the brilliant dwarf variety *S.O. rubra compacta*—*Primula julia* varieties, the trailing *Androsace lanuginosa*, aubrietas in variety, dwarf campanulas, endless saxifrages, gentians, rock roses (helianthemums), iberis, perennial linums, both yellow and blue, the cushion phloxes, violas, veronicas, and so on and on. Banks such as this occur quite often in the layout of gardens, and not only in the fall between terrace and lawn.

There is, however, another solution to this problem of bank treatment. I suggest a strawberry bank. The strawberry bank idea has come from a way of growing strawberries which my mother described to me many years ago. In a garden which she knew well, there was a strawberry walk, a sunk path, the steep banks on either side of which had been built up with rocks, so arranged that there were spaces or earth pockets at convenient distances apart—roughly 2 ft.—and each pocket just large enough to accommodate a strawberry plant. These strawberry walls were roughly about 4 ft. high, and they sloped back away from the path at a fairly steep angle, so steep that, standing on the path, one could gather the strawberries quite comfortably from the topmost tier of plants, without straining and stretching. My mother's description of the great red-ripe berries lying out upon the warm rock-faces always appealed to my imagination very strongly indeed. And to-day, the idea of a strawberry wall or, better still, a two-sided strawberry walk, appeals to me even more strongly. How wonderful when, having eaten the luscious berries until one could no longer stoop to gather, to be able to stand erect and carry on the good work with just a few more dead-ripe "Royal Sovereigns."

I have often thought of making a strawberry walk such as this, both for my own enjoyment, and for clients in the days when, as a garden consultant, I specialised in "making dull gardens interesting and ugly gardens beautiful." A grave lapse on my part, for I have no doubt whatever that this way of growing the best of all berries could be made a practical and delightful garden

STRAWBERRY WALK.

By CLARENCE ELLIOTT, V.M.H.

feature. It could be done on level ground by making a sunk path, with soil thrown up on either side to achieve the necessary 4-ft. banks, and it could be approached at either end by shallow steps. If necessary, brick could be used instead of stone. In fact, it might well be easier and more convenient to arrange for the necessary pocket spaces for the strawberry plants by building in brick rather than with stone.

One advantage of a strawberry walk would be that no strawing of the plants would be necessary. The berries would rest upon clean rock or brick. Netting against marauding birds might be necessary, but that would be easy to arrange. The other strawberry thieves—slugs—could, and of course should, be dealt with. That would be an easy matter. The Borgia technique is the answer. Prepare the usual meta-bran mixture and distribute it among the plants when they are in flower, and perhaps again when the berries are just beginning to colour. Then there should be no

plants, do the job with deadly efficiency. Tea-leaves are just as good as bran, or a mixture of the two may be used. Some folk lay the meta-bran in little piles. Personally, I scatter it thinly between the plants and the slugs find the tiny portions just as surely as they find the more conspicuous little heaps.

This way of dealing with the slug menace should be employed not only on the strawberry walls, but on the normal strawberry beds as well. Yet it is astonishing how many gardeners straw and net their strawberries, and yet neglect to destroy the slugs. And it's so very easily done.

As an alternative to the well-known large-fruited garden strawberries, "Royal Sovereign" and the rest, the Alpine variety "Baron Solemacher" would be well worth growing in the strawberry wall, both for the sake of its outstanding flavour and to prolong the harvest right through until October. "Baron Solemacher" has the advantage, too, of being a "bush" variety. It produces no runners. Its berries are considerably larger than those of the ordinary run of Alpine and wild strawberries, and their flavour is distinctive and delicious. But it is important to deal with them in a special way. Gather a ripe berry of "Solemacher" and it will be found to weigh curiously light in the hand. At the same time, although its flavour will be found to be delicious, it will not compare with the big garden strawberries for luscious juiciness. But make a picking of ripe "Solemachers," put them in a dish, sprinkle heavily with sugar, and leave them to stand overnight, and you will find them almost swimming in their own juice. And this treatment brings out not only the juice, but the flavour as well.



THE ALPINE STRAWBERRY "BARON SOLEMACHER": WHICH "WOULD BE WELL WORTH GROWING IN THE STRAWBERRY WALL, BOTH FOR THE SAKE OF ITS OUTSTANDING FLAVOUR AND TO PROLONG THE HARVEST RIGHT THROUGH UNTIL OCTOBER." (Photograph by R. A. Malby and Co.)

trouble with berries mutilated and defiled by slimy malefactors. Meta tablets crushed to powder and mixed with bran made slightly moist with a little water, and distributed among the

There is a distinctive and most delicious aromatic tang about Alpine strawberries at their best which is unlike that of any other type. Another advantage which makes "Baron Solemacher" especially worth while is that not only can it prolong the season from June till October, but it ensures that you really do get strawberries every summer. It may well happen, and often does, that ill-timed frosts at flowering-time will wipe out the whole or a great part of the crop of big garden varieties. But if frost should destroy the first flowers of "Baron Solemacher," the industrious little plants will at once set to work to produce another lot of flowers, and they go on producing flowers, in succession, right through the summer, late summer, and well into autumn.

It should be remembered, however, that they do this on one condition only. They insist on ample moisture at the root. A long spell of hot dry weather will hold up the fruiting, so that arrangements, as handy and convenient as may be, should be made, for foxing our uncertain summer climate, by enabling the Alpine strawberry plants to flower and fruit continuously from June till October.

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RECONSTRUCTION DRAWINGS OF ANCIENT MONUMENTS: A NEW PROJECT.



HARLECH CASTLE AS IT MOST PROBABLY WAS WHEN COMPLETED ABOUT 1300: ONE OF A SERIES OF RECONSTRUCTION DRAWINGS OF FAMOUS ANCIENT MONUMENTS COMMISSIONED BY THE MINISTRY OF WORKS FROM MR. ALAN SORRELL.

FOR a considerable number of years now our readers must have been familiar with those drawings in which Mr. Alan Sorrell, working closely with the experts concerned, has built up the life and buildings of an ancient site from its foundations and shown in vivid pictures what, for example, old Nestor's palace was like at Pylos in Homeric times; the mysteries of Mithras in Roman London; siege warfare in ancient Cyprus; the glories of classic Athens; and other aspects of antiquity too numerous to mention. And we have the testimony of many readers that such reconstructions do indeed make "dry bones live" and help in the attainment of that knowledge and understanding of what the past was really like, which are the true objects of archaeology. This belief has now been attested in no uncertain way by the Ministry of Works; and in the House of Commons on July 23, the Minister of Works, Mr. Hugh Molson, announced that the Ministry had specially commissioned from Mr. Sorrell a series of reconstruction drawings of eight famous monuments which are administered by the Ministry; and that large-scale enlargements of

[Continued below, right.]



BEAUMARIS CASTLE, ANGLESEY, WAS BEGUN IN 1295 AND LEFT UNFINISHED IN 1323. THIS DELIGHTFUL DRAWING SHOWS IT AS IT WOULD HAVE BEEN IF THE ARCHITECT'S PLAN HAD BEEN CARRIED TO ITS FULL COMPLETION.



THE ROMAN STATION OF CORSTOPITUM (CORBRIDGE) BEHIND HADRIAN'S WALL, AS IT WAS IN ABOUT THE THIRD CENTURY. ON THE RIGHT, TEMPLES AND STOREHOUSES; LEFT, MILITARY COMPOUNDS.



THE FIFTEENTH-CENTURY MANOR HOUSE OF MINSTER LOVELL AS IT MUST HAVE APPEARED FROM THE WINDRUSH BEFORE ITS DEMOLITION IN THE EIGHTEENTH CENTURY. IN THE BACKGROUND, WYCHWOOD FOREST.



THE JEWEL TOWER, ONE OF THE FEW SURVIVING PARTS OF THE TUDOR PALACE OF WESTMINSTER, AS IT WOULD APPEAR IN THE SIXTEENTH CENTURY, WITH THE ABBEY, ROYAL GARDEN AND WESTMINSTER SCHOOL.



CONWAY CASTLE IN ABOUT 1290: ANOTHER OF ALAN SORRELL'S DRAWINGS FOR THE MINISTRY OF WORKS, BASED ON SURVIVING REMAINS AND ON CONTEMPORARY AND LATER RECORDS AND WITH THE HELP OF THE MINISTRY'S EXPERTS.

[Continued.] these drawings would be displayed at the sites concerned so that visitors might have some idea of what the places looked like in their splendour. We show here reproductions of six of the eight chosen sites; the other two are the Roman station at Housesteads on Hadrian's Wall, and Stonehenge in the final phase of its construction. Postcards of these subjects will be produced and sold at the appropriate monuments. If the idea proves popular, it may lead to further drawings—after all, the Ministry of Works controls some 600 ancient monuments. Of especial interest to Londoners is the Westminster Jewel Tower, one of the few surviving remains of the Tudor Palace of Westminster. This small building was in continuous official use until 1938. During the war it was badly damaged, has now been lovingly restored, and is to serve as a specialised Westminster museum.

Photographs Crown Copyright Reserved.



AN EXCITING MOMENT: "GAFFING" A LARGE BLUE SHARK SOME MILES OFF THE COAST OF CORNWALL, WHERE SHARK ANGLING IS BECOMING INCREASINGLY POPULAR.

It is not perhaps widely known that the exciting sport of shark angling is carried on in British waters, but interest in this form of fishing has been growing and in 1953 the Shark Angling Club of Great Britain, which has its headquarters at Looe, Cornwall, was formed with an initial membership of twelve. The year before, over eighty sharks had been landed at Looe by rod-anglers. In his striking drawing, Mr. Turner has illustrated the moment when a Blue shark which had been hooked was being "gaffed" by the boatman and a second angler. As

often happens, the shark in this case had wound the end of the line—the steel trace—about him in the long and bitter struggle in the water. To the side of the boat can be seen the two "ruby-dubby" bags which are filled with pilchard heads and guts and other oily types of fish for the purpose of leaving a shark-enticing "lane of smell" in the sea as the fishing craft drifts with wind and tide. At the time of the "strike" two rods were in use, but the free one was immediately taken in to avoid the lines being entangled by the thrashing shark. On

the horizon is shown the Eddystone lighthouse. Blue sharks are among the commonest shark visitors to Cornish waters, and are present during summer and early autumn. Their arrival and departure is probably governed by the warmth of the water, and the strength of the part of the Gulf Stream reaching the Cornish Coast decides the numbers of sharks which arrive each year. Blue sharks come to within about 14 miles of the coast. Less common than the Blue shark are the Porbeagle, Mako and Thresher sharks. Specimens of the two former types have

been caught in the North Sea and on the Sussex coast. A qualifying condition for entry to the Shark Angling Club is that the candidate should be able to produce proof that he or she has "caught on rod and line unaided in British waters, a shark of not less than 75 lb. weight." Boats for shark angling can be hired from Looe and Fowey. To avoid the painful bruising which could be caused by a fight with a good shark, the angler wears a special leather belt with a socket into which the end of the rod fits.

Drawn by our Special Artist, C. E. Turner.



A CURSE TO FISHERMEN, A SPORT FOR ANGLERS—BUT NO THREAT TO BATHERS:

On the previous two pages Mr. Turner has illustrated an incident during a shark angling expedition in British waters, and here Mr. Neave Parker shows different types of shark which are either residents in, or summer visitors to, British waters. Sharks are commonly thought of as inhabitants of the warmer seas, and that is where they reach their greatest numbers, both in populations and species. They are, nevertheless, found in fair numbers in temperate latitudes. There they include the small sharks which are residents, large sharks, such as the basking shark, which are indigenous, and a number of visitors coming in with the seasonal influx of warm water. Sharks have been

regarded traditionally as useless and most unpleasant fish, but the term embraces a wide range, from the small dogfish to the enormous whale-shark. This last-named, in spite of its great bulk, is harmless because, like the basking shark, also of great size, it feeds exclusively on plankton, and its teeth, although very numerous, are pin's-head in size. The dogfish is relatively harmless because of its small size, and in recent years has become one of the best-known laboratory animals, as well as being marketed for food. Most of the other sharks have a deservedly bad reputation, although often members of one species are made to suffer for the sins of another, and to seamen sharks are

Drawn by our Special Artist, Neave Parker, F.R.S.A.

SHARKS RESIDENT, OR SOMETIMES FOUND IN SUMMER, IN BRITISH COASTAL WATERS.

sharks and something to be destroyed without mercy, no matter what the species. Apart from the large plankton-feeders, the whale-shark and the basking shark, they are carnivores, feeding on fish, flesh or fowl, living or dead, whenever and however it is offered. Their keen sense of smell soon detects the presence of fish offal or the blood of a victim in the immediate vicinity. Anyone or anything attacked by one shark brings others quickly on the scene. Refuge thrown into the sea has much the same result. It is this flocking together at a kill, or around fishermen's nets, together with the relentless attack and the viciously sharp teeth, that has given sharks as a

whole a thoroughly bad name. In this country, bathing has never been regarded as a recreation likely to be spoiled by the presence of sharks, and, so far as we can judge, there is no reason to suppose that it may be in the future. Yet the fact remains that the number of medium-sized or large sharks visiting our coasts, especially to the south-west and west, is larger than is normally supposed, and may even have increased in recent years. During the summer months, warm water from the Gulf Stream reaches the British Isles, and, more especially when there are persistent south-west winds, brings a number of visitors which belong more properly to the sub-tropics or tropics.

with the co-operation of Dr. Maurice Burton.

WITH THE H.A.C. IN CAMP IN WALES: MODERN TRAINING AND ANCIENT TRADITION.



WITH THE H.A.C. IN CAMP IN WALES: THE OFFICERS' MESS CALL IS SOUNDED ON A TRUMPET ON THE STEPS OF THE MESS AT SENNYBRIDGE.



IN THE SUTLING ROOM AT THE H.A.C. CAMP IN WALES. HERE ALL RANKS DRINK TOGETHER, A CUSTOM MAINTAINED WHEREVER THE REGIMENT MOVES.



TRADITIONAL "GUN FIRE" TOASTING AT AN INFORMAL COMPANY DINNER. ON THIS OCCASION A BATTERY WAS HOLDING A DINNER AT AN HOTEL IN BRECON.



"SILENT FIRE"—A TRADITIONAL TOAST IN THE MESS ON DINNER NIGHT: GIVEN HERE BY (L. TO R.) MAJOR A. N. YOUNG, MAJOR T. C. L. NICOLE AND LIEUT.-COLONEL T. M. AUSTIN-SMITH FOR (SEATED, L. TO R.) BRIGADIER J. A. NORMAN AND MAJOR-GENERAL R. N. BRAY.



DURING TRAINING ON THE RANGE IN WALES: OFFICERS OF THE H.A.C. AT THE COMMAND OBSERVATION POST WATCHING A SHOOT IN PROGRESS.



ON THE SENNYBRIDGE RANGE: A GUN DETACHMENT OF THE HONOURABLE ARTILLERY COMPANY LOADING A 25-POUNDER DURING THEIR TRAINING IN CAMP.

The ancient Honourable Artillery Company as a military formation—to quote the "Encyclopædia Britannica"—"is probably the oldest regiment in the world"; and it is certainly the regiment nearest and dearest to the heart of the City of London. It is famous for its exploits in war—both as a reservoir of potential officers and in the greatly expanded form in which it won great glory in the First World War. It is, of course, a volunteer force and it has a

rich and traditional social life besides its military activities. We show here a few photographs taken during the annual camp this year of the 1st Regiment, Honourable Artillery Company (R.H.A.), at Sennybridge, in Wales. And these photographs, besides illustrating the serious training undergone, show some of their customs—the "Gun Fire" and "Silent Fire" toasts and the pleasant tradition of the Sutling Room, in which all ranks drink together.

Photographs specially taken by Chris Ware.

A GOLD TREASURE COMPARABLE WITH THE "GREAT TREASURE" OF TROY: A REMARKABLE DISCOVERY FROM A 4500-YEAR-OLD SITE ON THE ISLE OF LEMNOS.

By Professor LUIGI BERNABO BREA, Superintendent of Antiquities for Eastern Sicily and Field Director of the Italian excavations in Lemnos.

ON the hill of Poliochni (on the sea side in the Bay of Vráskopo, on the east coast of the Isle of Lemnos) the excavations of the Italian Archaeological School of Athens are bringing to light a vast inhabited area of the First Bronze Age, closely connected from a cultural point of view with Troy, from which it is distant not more than some 37½ miles (60 km.) as the crow flies. It is a kind of *tell* wherein the accumulation of successive levels of habitation has reached in some places a depth of 29½ ft. (9 m.).

The excavations conducted between 1930 and 1936 under the direction of Alessandro della Seta were resumed from the beginning of 1951 on the initiative of the present Director of the School, Professor Doro Levi. They have shown that this inhabited area, developed as a hut village during a period precedent to that of the rise of Troy I and several times reconstructed (tests carried out last September revealed the existence of a good seven layers of superimposed huttage), very quickly got transformed into an urban settlement surrounded by a solid curtain of walls. It must have been at that time one of the chief centres of the Ægean, for its extent during the period of Troy I and Troy II is more than double that of Troy itself.

During this time Poliochni underwent several reconstructions and more than once extended its girdle of walls. The stratum on top, that which gives Poliochni its present aspect, corresponds to the final phases of Troy II. Poliochni was at that time a well-organised city, with houses containing

In the course of the summer 1953 campaign we excavated the whole of one of the complete units of that age, bordered all round by streets. The traces of violent destruction there were very evident, because there were still *in situ* the large *pitthoi* and vases smashed by the collapse of the walls. The plan of this unit is very complex



FIG. 1. THE ISLAND OF LEMNOS: A MAP TO SHOW THE POSITION OF THE ANCIENT SITES IN RELATION TO POLIOCHNI, ON THE EAST COAST.

To every middle-aged man Lemnos suggests Mudros, which was the base for the Allied Forces in the Gallipoli campaign of the 1914-18 war. It is one of the northerly group of islands in the Ægean, not far from the mouth of the Dardanelles, the chief of the others being Samothrace, Thasos, Imbros, and Tenedos. The excavations of the Italian Archaeological School of Athens, described here by Professor Bernabo Brea, reveal that it was a most important centre until about 2300 B.C., round about the time of Troy II, when it occupied a site more than twice as large as Troy itself.

and includes several separate habitations. The chief one of these occupies the eastern half of the unit. A small *megaron-propylæon*, opening on to a square, forms its entrance. From here one enters into a paved court preceded by a wide vestibule, and flanked by a series of four minor spaces in which there were *in situ* a number of large *pitthoi* destined for keeping provisions and domestic supplies.

A few other spaces farther to the west, separated from the preceding by a narrow corridor discovered with water drainage, constitute a further part of this habitation. On the southern side of the courtyard a very long space develops, later subdivided without any doors for ingress, and here one is inclined to assume a granary. On the southern side of the *megaron* another building was backed on later, a poor enough little room, using up a narrow strip of ground left free on the side of the town's principal street. The western part of the area was occupied by another dwelling, this, too, of many rooms, but with less of a regular plan than the principal dwelling. One can not, in fact, see in it a true *megaron*, and the rooms get their light from two little tiled courtyards, on which they open.

Other surroundings, south of courtyard and the presumed granary, represent a late enlargement of the unit by encroachment on the common land. They do not seem to have constituted a dwelling but rather to have been used for storage and industrial use. Indeed, an oven was found in one such space. The ceramics characterising this, as other analogous cases of developments round a central *megaron*, are

in every respect analogous to that of the phases which evolved in Troy II. The most significant of these are the jars, with great wing-like projections and with a cylindrical cover surmounted by a crown-handle and the so-called *depas-amphikupellon* (Figs. 2 and 3). During last summer's campaign we had the unexpected good fortune of discovering in this house an important treasure of jewellery.

To be exact, it was found in a small space of the western dwelling, which must have been a small repository or store. In this we had indeed found and left in position the bases of several large *pitthoi*, as is usually the case a good deal embedded in the soil. This little treasure was contained in a small basin or jug of clay and hidden near the western wall of the space, under the soil-level, at which we had stopped digging in 1953. The discovery came quite by chance while the digs were being cleared of the suckers which had grown there during the winter. Their roots were pulling the golden objects up into sight. This little treasure of Poliochni presents the closest analogies with those brought from Troy by Schliemann, and more lately by the Cincinnati University Mission in the "burnt city" stratum, but for the quantity, the variety and the artistic importance of the pieces it contains, it is second only to the "Great Treasure" which Schliemann, at the moment of discovery, had called "Priam's Treasure," though it remained at a considerable distance from it. The most interesting piece of this deposit is a great pin of gold with two animal figures, probably birds, counterposed on a transversal bar ending in volutes, just as the vertical stele itself ends in volutes (Fig. 6).

The two animals are formed by thin layers of gold turned



FIG. 2. ONE OF THE TYPICAL JARS OF POLIOCHNI, CHARACTERISED BY GREAT WING-LIKE PROJECTIONS. (Height: 13½ ins.—34.5 cm.)

many rooms developing along large rectilinear streets and "squares," partially paved, with public wells on the squares, canalisation drains, and the like. No prehistoric Mediterranean centre had shown us hitherto so complex and advanced an urban organisation. Its destruction, due certainly to an earthquake, seems to correspond to that burnt-out stratum in Troy which Schliemann called "the burnt city," and which the University of Cincinnati American Mission regarded as Troy II g. It may therefore be somewhat dubiously attributed to a date round about 2300 B.C.

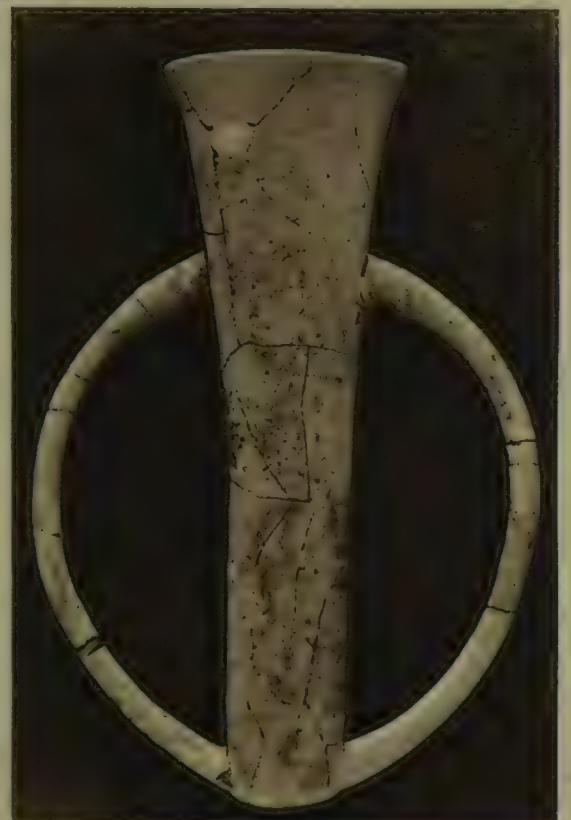


FIG. 3. FOUND IN THE MEGARON DISCUSSED BY PROFESSOR BREA: A BEAKER OF THE *DEPAS-AMPHIKUPELLON* TYPE. (Height: 8½ ins.—22.4 cm.)

over and soldered together along the edges, and with *appliqué* work of filigree technique. This specimen very much approaches, in respect of technique and structural scheme, the two best-known pins found in Troy by Schliemann. Next come two pairs of ear-rings, of a type with a small filigree basket as body, made of many spiral windings of fine threads of gold and with *appliqué* decoration, one of the pairs having rows of minute globules alternating with small horizontal bars, and in the other with rosettes of the fine sheets (Figs. 12-15). [Continued overleaf.]

A GOLD TREASURE SECOND ONLY TO THE "TREASURE OF PRIAM" WHICH SCHLIEMANN FOUND AT TROY.



(Left)
FIG. 4. NECKLACES OF GOLD BEADS OF THREE DIFFERENT TYPES STRUNG TOGETHER FROM THE VERY GREAT QUANTITIES FOUND IN THE POLIOCHNI TREASURE. COMPARE ALSO FIGS. 7 AND 8.



(Right)
FIG. 5. A SELECTION OF THE GOLD "SHELL" EAR-RINGS FOUND, WHICH CLOSELY PARALLEL THOSE FOUND AT TROY. THE DESIGN VARIES CONSIDERABLY, AS DOES THE QUALITY OF THE GOLD.

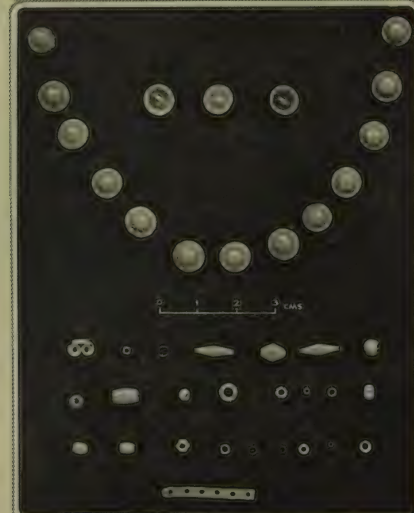


FIG. 8. SIXTEEN GOLD BUTTONS; AND A REPRESENTATIVE SELECTION OF THE NECKLACE ELEMENTS FOUND, SOME SOLID, SOME HOLLOW. THE SCALE SHOWN GIVES AN IDEA OF THE DELICACY OF THE WORKMANSHIP.



FIG. 9. A GROUP OF FIVE EAR-RINGS, THE UPPER OUTER TWO BEING A PAIR, THE REMAINDER ODD, BUT ALL RESEMBLING FLOWERS WITH THE PETALS REMOVED.

Continued.
case also in strings of round beads alternating with little horizontal bars, or with a boss turned over, that is to say, similar to those we have observed in the basket-type ear-rings. One ear-ring which we might describe as of drop type is the only one of its kind. This little treasury further includes two gold torques, with their ends curved over into a hook and ending in a nail-head, bent back for storage (Fig. 11); some sixteen buttons with a semi-circular boss (Figs. 4, 7, 8), and a large

Continued from previous page.
From these tiny baskets there descend five small chains, with tiny leaves of gold lamina inserted in the network and ending in pendants in the form of little idols. This is a kind of ear-ring well known at Troy through several specimens which present small variations one from another. Another five ear-rings seem to reproduce the calyxes and the stamens of a flower which has lost its corolla. Only two of these form a pair. The other three are companionless, and include one extremely fine specimen with a body hexagonally faceted and with the curved stamens soldered to a central boss, in this case (Figs. 9-10). A numerous group of ear-rings is, on the other hand, of a shell type common in the Trojan deposits (Fig. 5). The shell is formed by a series of parallel wirings, varying in number from four to seven, and varying also as regards their dimensions and the material of which they are made. For while some are made of practically pure gold, others are of a more or less pale electrum. Some of the finer specimens present *appliqué* decorations, in this



FIG. 12. A GOLD EARRING OF GREAT BEAUTY AND COMPLEXITY OF A TYPE WELL KNOWN FROM TROY. THIS IS THE REVERSE OF THE EXAMPLE SHOWN IN FIG. 13.



FIG. 13. THE FRONT VIEW OF FIG. 12, SHOWING THE LEAVES ATTACHED TO THE CHAINS, THE FILIGREE BODY WITH APPLIQUE DECORATION AND THE BROKEN EAR-HOOK.



(Left)
FIG. 6. THE OUTSTANDING SINGLE PIECE OF THE TREASURE: A GOLD PIN ADORNED WITH A PAIR OF BIRD-FIGURES IN GOLD SHEET AND FILIGREE COMPARABLE WITH "PRIAM'S TREASURE" (Height 3 1/2 in.—9.5 cm.).

(Right)
FIG. 7. ANOTHER SELECTION OF THE GOLD BEADS OF POLIOCHNI STRUNG TOGETHER AS NECKLACES. OF THE SMALLEST TYPE, THE HOARD CONTAINED SEVERAL THOUSAND EXAMPLES.



FIG. 10. ANOTHER VIEW OF THE SAME GROUP OF EAR-RINGS AS IN FIG. 9. THEY ARE OF A TYPE NOT KNOWN AT TROY. IN THE TOP, CENTRE, THE STAMENS ARE ATTACHED TO A CENTRAL BOSS.

number of necklace elements of most varied form, some solid gold, others made of fine gold sheet which must have contained a nucleus of perishable matter. An infinite series of minuscule circles (several thousands of them) are extremely fine in construction. Many of them are less than 4 or 5 milligrams in weight. Some of these necklace elements, and, above all, those with cylindrical bodies ending in volutes, represented by a single specimen in our find, are fit to compare not only with the "Great Treasure" of Troy and the Royal tombs

(Continued below, right)



FIG. 11. TWO SLENDER GOLD TORQUES, FOUND CRUSHED IN THE JAR. IT IS SUGGESTED THAT THEY COULD BE WORN ROUND THE NECK OR, DOUBLED, ROUND THE WRIST.



FIG. 14. AN EVEN FINER AND MORE COMPLETE EXAMPLE OF EAR-RING OF THE SAME TYPE AS FIGS. 12-13. THE PENDANTS, IT IS SUGGESTED, ARE STYLISED IDOLS OF REPOUSSE GOLD SHEET.



FIG. 15. THE REVERSE OF FIG. 14. SINCE ALL THE ITEMS OF THIS TREASURE ARE ODD OR BROKEN, IT IS SUGGESTED THEY FORMED THE CAPITAL OR GOLD RESERVE OF A RICH FAMILY.

Continued.
of Alaka Hüyük, but also with those of Ur. The rather high number of unpaired or broken or twisted objects would seem to indicate that this treasure, as is probably the case with some of the Trojan finds also, represented some family's gold reserve, for use as a medium of exchange. Like the other similar "treasures" found in Troy this one bears witness to the very high artistic and technical level reached by the Anatolian craftsmen of this age. It is precisely this mastery in workmanship of metals which constitutes the great superiority of the Trojan civilisation (whereof Poliochni is, with Troy and Therme of Mitylene, one of the major centres) over all other Mediterranean cultures of the same age. The destruction to which we owe the conservation of this repository marks the end of the great prosperity of Poliochni, even though the city itself does not totally disappear. The traces of successive ages, corresponding to Troy V and VI, are, indeed, tenuous enough, but life certainly continued on the site up to half-way through the Second Millennium B.C.



THE WORLD OF SCIENCE.



BECAUSE of their wide distribution, their great numbers, and the powers of rapid multiplication of some of its members, as well as for their destructive feeding habits, the order *Rodentia* is of the utmost significance to man. Matters have been made worse by our having created special opportunities for the enormous increase of some of them by our large-scale cultivation and storage of foodstuffs. On top of this there has been an almost total elimination in places of most of their natural enemies, usually in the interest of the farmer and the game preserver. So rodents as a whole have supplied a high proportion of our four-footed pests. Some of the 6000 or more different kinds of rodents have been turned to man's purpose, usually for their pelts, as with the beaver, musk-rat and coypu. Few are killed for their flesh. Four more especially have graduated from being kept as pets to being widely used as laboratory animals.

Probably the first rodent to be domesticated was the guinea-pig, and it was the first to be sacrificed for experimental purposes, so that it is now a household phrase to speak of anything or any person being used in any kind of test or experiment as being "used as a guinea-pig." It is generally accepted that the Incas domesticated the guinea-pig, and it is assumed that it was derived from the Brazilian cavy. There is no direct evidence for this last assumption except the perfectly reasonable one that the wild cavy comes nearest in build and behaviour to the domesticated form, although its coat is grey whereas the guinea-pig is varied in colour.

The general view about who was responsible for the domestication is based largely upon the fact that guinea-pigs, much as we know them to-day, were seen by the first Europeans to set foot on South American soil. The manner in which they were first encountered and the circumstances in which they were introduced to Europe, and thence to other parts of the world may have been set on record, but I have failed to find these details. The name guinea-pig is said to be a corruption of guiana-pig, and this helps to set an approximate date to the rodent's appearance on the European stage. For example, Guiana is said to have been discovered by Columbus in 1498, but other accounts give the credit to Vasco Nunes. It was, however, little known until Sir Walter Raleigh visited it in 1595.

There is sufficient difference between the words "guinea" and "guiana" to make it worth while to look into the etymology of the two. According to the "Oxford Dictionary," the geographical name Guinea was first applied to a long stretch of the coast of West Africa. Its first appearance is in the Portuguese *Guiné*, a word of unknown origin which, apart from its application to Africa, was also used loosely for some far-off or unknown country. Whether Guiana comes from the same stem is more than I have been able to find out. Presumably it does and it is significant that the Portuguese had discovered the West Coast of

ANONYMOUS GUINEA-PIG.

By MAURICE BURTON, D.Sc.

Africa at about the same time—namely in 1460. Incidentally, the gold from West Africa was used in 1663 to give the English coin, the guinea, and there are derived from it and the geographical name several other uses of the word guinea-pig. In 1747 midshipmen on the East Indian Service were called guinea-pigs, so were inefficient seamen, and, for more obvious reasons, at a later date, so



A LONG-HAIRED GUINEA-PIG, A FAVOURITE PET, WHICH HAS LEARNED TO LIE STILL ON ITS BACK TO BE FONDLED.



A GROUP OF GUINEA-PIGS.

The guinea-pig is a well-known pet and was probably the first rodent to be domesticated; but our knowledge of them is very slender. They are believed to have been derived from the Brazilian cavy and may have been domesticated by the Incas. They were found, in much the same form as we know them to-day, by the first Europeans to reach South America some 500 years ago.

Photographs by Jane Burton.

were company directors who attended meetings for the fee, which was paid in guineas.

This digression is of interest if only because the varied use of the name in other contexts than that embracing the rodent causes a doubt whether guinea-pig, as applied to an animal, is truly a corruption of Guiana. Here, again, the historical sequence is helpful. In 1664 the name was rendered as ginny-pig, in 1673 as guiny-pig, in 1713 as guiney-pig, reaching its present form in 1774. Whether there is a common origin for the geographical names

Guinea and Guiana, there has been a convergence from them to a common spelling for products derived from these two localities. On the zoological side there is also cause for doubt, for the first written description we have of the animal itself is by Gesner, in 1551, only half a century after the first discovery of Guiana, and nearly fifty years before Raleigh had better introduced it. The name may, in fact, be merely indicative of an animal (a "pig") from a distant part or far-off region.

Guinea-pigs, so well known as pets and as laboratory animals, may be adequately documented in the literature covering these two fields. As animals they have been given sparse attention. Following Gesner's description, there is another by Aldrovandi in 1642, by Marcgrave in 1648, Jonston in 1662 and Linnaeus in 1747. All wrote in Latin, except Jonston, whose account is in Dutch, all say much the same things about the animal, and, where an illustration is given, the same picture is used. From this it may be safe to infer that while guinea-pigs had been brought to Europe they could not have been widespread or particularly well known to these authors. Even John Ray, the English naturalist, writing in 1793, does little to supplement the accounts of the preceding authors, which are summarised by Linnaeus in 1758. This summary is in the usual somewhat loose Latin and can be freely translated as follows.

Mus porcellus—nowhere in any of this account does the word "guinea-pig" appear—makes chirruping calls, is talkative, uneasy, darting about and kicking with the heels, alert. It grooms itself, chews various kinds of vegetable matter, drinks pure water, and likes warmth. The female has two teats and brings forth perfect young, soon after which she mates again. Humming and buzzing about, the males bite the younger males, which are benumbed with fright. Its colour varies in a random manner.

The description is an apt one in parts, and says very nearly all there is to be said about this beast, which is merely one among a number of unusual rodents living in South America and, like several of them, more pig-shaped than rat-like. Pleasant in disposition, easy to feed, clean in their habits, guinea-pigs lack the initiative, resource and ability to escape from confinement, which are such marked features of the more typical rodents. Since the Incas did not have laboratories, one wonders why they should have

bothered to domesticate this charming but somewhat dull animal. Perhaps it was used as food. Others of the peculiar South American rodents are, even to-day.

It is no more possible to give a satisfactory answer to this last question than to the others, and altogether, in trying to trace the history of the guinea-pig, as I had promised to do, one feels frustrated. For so well-known, familiar, widespread and valuable an animal, our knowledge of its history is lamentably small.

PERSONALITIES OF THE WEEK: PEOPLE AND EVENTS IN THE PUBLIC EYE.



AFTER HIS HAT-TRICK IN THE FIRST INNINGS OF THE FOURTH TEST MATCH: P. J. LOADER LEAVING THE FIELD.

The first innings of the fourth Test Match at Headingley on July 25 was brought to an exciting conclusion when Loader took the last three West Indies wickets in a hat-trick. England won the Test by an innings and 5 runs.



A WELL-KNOWN SCULPTOR DIES: MR. BARNEY SEALE.

Mr. Barney Seale, the sculptor, died suddenly on July 22. A man of vigorous personality, most of his work was on a large scale. Among his better-known works were the large man, woman and child group for the British Empire Exhibition at Glasgow in 1928, and works in bronze for the liners *Mauretania* and *Caronia*.



WOUNDED BY A JAVELIN: MR. S. COX.

Mr. S. E. W. Cox, the former Olympic marathon runner, was struck by a competitor's javelin while officiating in the Amateur Athletic Association's junior championships at Hurlingham on July 27. He was taken to Fulham Hospital, where it was later said that he was comfortable. It was his debut as an athletics official.



LEAVING HOSPITAL AFTER A CAR CRASH IN ITALY: EX-KING LEOPOLD AND PRINCESS LILIANE.

King Leopold, former King of the Belgians, and his second wife, Princess Liliane, were treated for bruises and shock at an Italian hospital after their car had skidded and crashed near Cortina on July 21.



THE PRESIDENT OF GUATEMALA ASSASSINATED: COLONEL ARMAS.

Colonel Carlos Castillo Armas, President of Guatemala since 1954, was assassinated by a Palace guard on July 26. An unsuccessful Presidential candidate in 1950, he became President after leading a successful revolt against President Arbenz's pro-Communist Government.



WINNERS OF THE ASHBURTON SHIELD: THE UPPINGHAM TEAM WHO HAD A RECORD SCORE OF 529. SECOND IN THE PUBLIC SCHOOLS' SHOOTING CONTEST WAS ELIZABETH COLLEGE, GUERNSEY.

The eighty-seventh contest for the Ashburton Shield was won at Bisley by Uppingham with the record score of 529, on July 24. In the group above are: 1. to r., standing, R.S.M. A. Wright, Cdt. W. S. Callingham, C.S.M. J. C. Henderson, Cdt. J. F. Sanderson, Cpl. R. W. Pattinson, Major I. L. Bridges, R.Q.M.S. E. Dalby; sitting, 1. to r., C.S.M. P. Bolam, Sgt. K. N. Bawtree, Cpl. R. L. Haes, Cpl. C. J. Nater (captain), C.S.M. S. J. Pattinson, Sgt. D. R. G. Brittain and Cdt. J. Szemerey. In second place were Elizabeth College, Guernsey, one point behind, and next were Allhallows and Dollar Academy with 513 each.



A FAMOUS ACTOR AND PLAYWRIGHT: THE LATE M. SACHA GUITRY.

M. Sacha Guitry died in Paris on July 24. He had written many highly successful plays of a light-hearted nature, and had produced and played the leading rôle in many of them. He had been married five times; three of his wives, most notably Yvonne Printemps, became well known on the stage under his tuition.



TWO OLYMPIC ATHLETES ARE MARRIED: JOHN DISLEY WITH HIS BRIDE, SYLVIA CHEESEMAN, AFTER THEIR WEDDING AT RICHMOND.

On July 27 John Disley, the Olympic steeplechaser, and Sylvia Cheeseman, the Olympic sprinter, were married at Richmond, Surrey. Their best man was Chris Brasher, another Olympic champion, and among the guests was G. D. Ibbotson, who recently broke the world record for the mile.



THE ELECTION IN ARGENTINA: GENERAL ARAMBURU.

General Aramburu has been head of the caretaker Government of Argentina which has been critical of the present Constitution. The Constitution is felt to be not sufficiently protected against the rise of dictators. The first election in Argentina since the Perón régime was held on July 28. Fifty parties contested the election. The Constitution is to be reformed.



AT NO. 10, DOWNING STREET FOR TALKS: SHEIKH SABAH-AS-SALIM, YOUNGER BROTHER OF THE RULER OF KUWAIT, WITH MR. MACMILLAN.

On July 24 Sheikh Sabah-as-Salim, younger brother of the ruler of Kuwait, visited Mr. Harold Macmillan, the Prime Minister, at No. 10, Downing Street. Kuwait, an independent Sheikhdom, has a rich oilfield which is being developed by an Anglo-American company.

THE FIRST DAY OF THE ROYAL VISIT TO THE CHANNEL ISLANDS: HER MAJESTY THE QUEEN IN JERSEY.

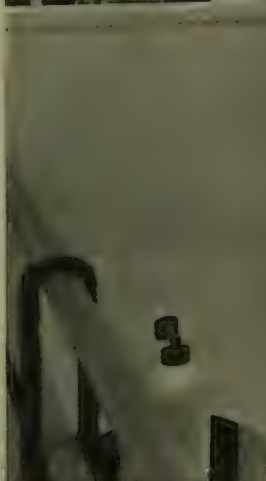


(Left.)
AT VICTORIA AVENUE:
A SCHOOLGIRL
PRESENTING THE
QUEEN WITH A
DOLL, ATTIRE
IN TRADITIONAL
JERSEY DRESS,
FOR PRINCESS
ANNE.

(Right.)
ARRIVING AT
VICTORIA COLLEGE
FOR HER VISIT TO
THE SCHOOL:
THE QUEEN,
ACCOMPANIED BY
THE HEADMASTER,
MR. RONALD
POSTILL, AND
FOLLOWED BY
THE DUKE OF
EDINBURGH.



ON July 25 the Queen paid her first visit as Sovereign to Jersey and the island had a public holiday in honour of the occasion. The Queen, with the Duke of Edinburgh, disembarked from the Royal yacht and went ashore for the day by barge. At the Albert Pier they were received by Admiral Sir Gresham Nicholson, the first naval Lieutenant-Governor of Jersey since Sir Walter Raleigh, and Sir Alexander Coutanche, the Bailiff. The Queen and the Duke drove through the decorated streets of St. Helier on their way to the Royal Court building, where the principal ceremonial of the visit took place. Here, in the States' Chamber, the Bailiff read the loyal address of welcome, to which the Queen replied. In the Royal Court, in the same building, the Seigneurs and Dames of the island repeated together the ancient Norman formula of homage. On leaving the building the Queen unveiled a plaque bearing the Royal Arms which commemorates the visit of King George VI and Queen Elizabeth immediately after the Liberation. The Queen and the Duke fulfilled many other engagements during a day which will be long remembered in Jersey, spent, in the Queen's words: "Outside the United Kingdom but within the British Isles."



ACKNOWLEDGING THE CHEERS OF THE CROWD: THE QUEEN AND THE DUKE OF EDINBURGH AT WEST PARK PAVILION, ST. HELIER, WHERE THEY HAD LUNCHEON WITH THE BAILIFF AND MEMBERS OF THE STATES.



AT THE ALBERT PIER: THE QUEEN INSPECTING A LINE OF COLOURS AND STANDARDS OF THE BRITISH LEGION AND EX-SERVICE ORGANISATIONS.



ON THE STEPS OF THE ROYAL COURT BUILDING: THE QUEEN WITH SIR ALEXANDER COUTANCHE, THE BAILIFF, LADY COUTANCHE, AND THE DUKE.

IN THE CHANNEL ISLANDS: THE QUEEN IN GUERNSEY, SARK AND ALDERNEY.



A FEUDAL CEREMONY IN GUERNSEY: THE QUEEN CLASPING HANDS WITH MR. C. DE SAUSMAREZ, SEIGNEUR OF LE FIEF SAUSMAREZ DE SAINT MARTIN.



(Above.)
ON HER ARRIVAL AT ST. PETER PORT, GUERNSEY: THE QUEEN BEING GREETED BY THE BAILIFF, SIR AMBROSE SHERWILL.



ON the second day of the Royal visit to the Channel Islands, the Queen and the Duke of Edinburgh arrived at St. Peter Port, Guernsey, in the Royal yacht *Britannia*. During a day of crowded engagements the Queen took her place at a feudal ceremony of great antiquity when she presided over an extraordinary sitting of the Court of Chief Pleas, a Royal Court so ancient "that it is not possible to assign a precise date to its commencement." The Seigneur of Le Fief Sausmarez de Saint Martin, Mr. Cecil de Sausmarez, paid homage to her Majesty on behalf of the Seigneurs and Dames of Fiefs, according to ancient custom. The last day of the Royal visit to the Channel Islands was spent in Sark and Alderney. In Sark the Queen presided over a Court of Chief Pleas, and in Alderney over an extraordinary meeting of the States of Alderney.

(Left.)
DRIVING THROUGH GUERNSEY: THE QUEEN AND THE DUKE BEING GREETED BY HOLIDAYMAKERS AND LOCAL FISHERMEN.



DURING THEIR TWO-HOUR VISIT TO SARK ON JULY 27: THE ROYAL VISITORS HEADING A PROCESSION OF HORSE-DRAWN CARRIAGES ON THE ISLAND, WHERE MOTOR VEHICLES ARE PROHIBITED.



AFTER ARRIVING IN ALDERNEY BY AIR: THE QUEEN LISTENING TO A LOYAL ADDRESS FROM THE PRESIDENT OF ALDERNEY AT AN EXTRAORDINARY MEETING OF THE STATES OF ALDERNEY OVER WHICH SHE PRESIDED.

THE CHURCHILL - EDEN REUNION; AND ENGINEERING EVENTS PAST AND PRESENT.

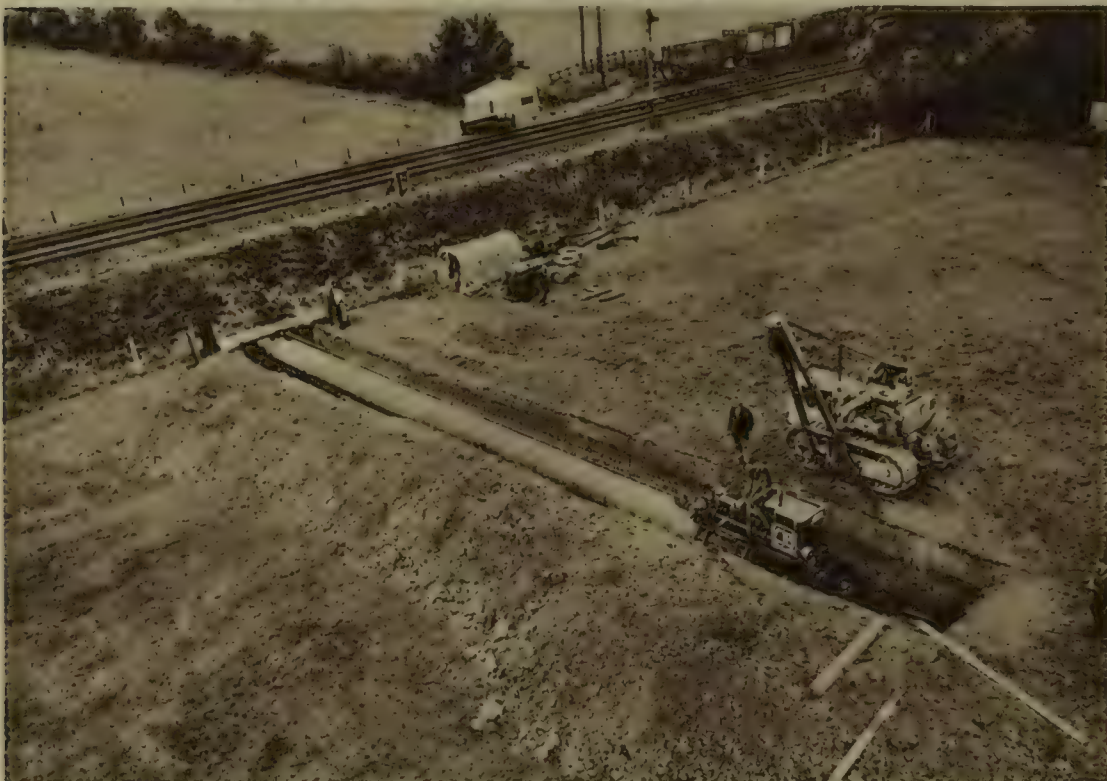


SAYING *AU REVOIR* TO SIR WINSTON AND LADY CHURCHILL AFTER THEIR VISIT: SIR ANTHONY AND LADY EDEN OUTSIDE THEIR WILTSHIRE HOME.

On July 24 Sir Winston and Lady Churchill drove to Broadchalke, in Wiltshire, the country home of Sir Anthony and Lady Eden, where Sir Anthony is recuperating. It was the first meeting between the two former Prime Ministers since Sir Anthony's return to this country from America.



A REUNION: SIR WINSTON AND LADY CHURCHILL WITH SIR ANTHONY AND LADY EDEN, WHOM THEY VISITED AT BROADCHALKE, IN WILTSHIRE.



AN UP-TO-DATE METHOD OF HORIZONTAL CULVERT BORING: AN AERIAL VIEW OF A COSTAIN-JOHN BROWN THRUST BORING MACHINE AT WORK UNDER A MAIN RAILWAY-LINE.

This new technique of horizontal culvert boring, which eliminates the interference with traffic caused by excavation and filling operations and saves a great deal of time, enables casing up to 42 ins. in diameter and 400 ft. in length to be laid under railway-lines and the like. The machine drives a cutting head immediately in front of the casing and another power take-off tightens the winch pulling the casing through the ground.



FOR THE COVENTRY COUNCIL DRAINAGE SCHEME: AN 80-FT. LONG 42-IN. DIAMETER STEEL CASING BEING DRIVEN UNDER THE RAILWAY-LINE BETWEEN COVENTRY AND BIRMINGHAM.



PASSED OVER IN FAVOUR OF BRUNEL'S SIMPLER DESIGN: A WATER-COLOUR DRAWING OF THOMAS TELFORD'S GOTHIC STYLE PROJECT FOR THE CLIFTON SUSPENSION BRIDGE.

The Institution of Civil Engineers is marking the bicentenary of its first President, Thomas Telford (1757-1834), by a most interesting exhibition, arranged by Richard Buckle and open to the public, at Great George Street, Westminster, until August 10. Thomas Telford was born in Eskdale, Dumfriesshire. The son of a shepherd, he became one of the leading figures in



TO BE SEEN AT THE BICENTENARY EXHIBITION: RAE BURN'S PORTRAIT OF THOMAS TELFORD (DETAIL).

(Lent by the Lady Lever Art Gallery, Port Sunlight.)

the history of engineering. He built more than 1000 bridges and many hundreds of miles of roads throughout Great Britain, most famous among them being the London-Holyhead road with its 500-ft. suspension bridge across the Menai Straits. He constructed several canals, including the Ellesmere, and, when his fame had spread abroad, the Göta Canal in Sweden.

THE OPENING OF THE NATIONAL GLIDING CONTEST: A ROYAL GLIDER PILOT.



BEING LAUNCHED IN TOW OF AN AIRCRAFT: THE DUKE OF EDINBURGH TAKING-OFF IN A GLIDER FROM LASHAM AIRFIELD.



SWOOPING OVER THE AIRFIELD BEFORE CIRCLING STEEPLY TO LAND: THE *SLINGSBY EAGLE* SAILPLANE IN WHICH THE DUKE OF EDINBURGH FLEW.



BEFORE HIS TWENTY-MINUTE FLIGHT OVER THE HAMPSHIRE HILLS: THE DUKE IN THE COCKPIT OF THE SAILPLANE.

On July 28 the Duke of Edinburgh made his second flight in a glider when he flew over the Hampshire hills in a two-seater *Slingsby Eagle* sailplane after opening the national gliding championships at Lasham, Hampshire. The Duke, who is patron of the British Gliding Association, arrived in a naval helicopter from Portsmouth and was met by Mr. Philip Wills, the British gliding champion. After inspecting the seventy-one sailplanes and 127 pilots



THE NEWEST GLIDER COMPETING IN THE CHAMPIONSHIPS: THE *OLYMPIA 403*, WHICH HAS AN ALL-MOVING TAIL. IT IS PILOTED BY CDR. G. A. J. GOODHART.



THE BIGGEST ASSEMBLY OF GLIDERS EVER SEEN IN BRITAIN: AN AERIAL VIEW OF THE SCENE AT LASHAM AT THE OPENING OF THE CHAMPIONSHIPS BY THE DUKE OF EDINBURGH ON JULY 28.

entered for the championships the Duke made his flight accompanied by Mr. Derek Piggott, chief instructor of the Lasham Gliding Centre. Except for a brief interval the Duke flew the machine from take-off to touch-down. The *Slingsby Eagle* sailplane in which the Duke made his flight was the one which won the world championship for two-seaters in France last year. The national gliding championships are to continue until August 5.

THE WORLD OF THE THEATRE.

HARP-STRINGS.

By J. C. TREWIN.

ONE of my least favourite expressions is "plucked at our heartstrings." Long ago, I read in a theatre review this sentence, "On the distaff side, Miss X plucked convincingly at our heartstrings": a horrifying spectacle, and one that—though I had been in the theatre that night—I must have missed. Let me, this week, talk of harp-strings: a different matter. Apparently the Harper of Finn had an instrument with three strings—the bronze which would put its hearers to sleep, the silver which moved them to mirth, and the iron which moved them to tears. Hence the title of Joseph O'Connor's tragedy, "The Iron Harp." It ought to reach London if a management is brave enough to take a play that goes undeviatingly to a dreaded end—dreaded because it is the only true one. Even those in the audience who hope desperately for another twist must realise that they are asking the author to falsify for the sake of comfort, and—when all is said—that kind of falsification must be an uncomfortable burden on the memory. Consider the end, for example, of Nahum Tate's version of "King Lear":

GLOSTER:

Now, gentle Gods, give Gloster his Discharge.

LEAR:

No, Gloster, thou hast Business yet for Life; Thou, Kent, and I, retir'd to some cool Cell Will gently pass our short Reserves of Time In calm Reflections on our Fortunes past, Cheer'd with Relation of the prosperous Reign Of this celestial Pair; thus our Remains Shall in an even Course of Thoughts be past, Enjoy the present Hour, nor fear the last.

EDGAR:

Our drooping Country now erects her Head, Peace spreads her balmy Wings, and Plenty blooms. Divine Cordelia, all the Gods can witness How much thy Love to Empire I prefer! Thy bright Example shall convince the World (Whatever Storms of Fortune are decreed) That Truth and Vertue shall at last succeed.

Surely, after that, Tate could not have passed his own reserve of time—not so short—in "calm reflections"? But it seems that, when audiences had received his alterations well—this was in 1681—he ceased to be troubled. I can imagine now what a Tate might have done with "The Iron Harp." But Mr. O'Connor has gone steadfastly to the tragic end, and we must honour him for it. It would have been monstrous to have ruined the last act by taking a theatrical way out—the way listeners behind me the other night were hoping the dramatist would have chosen. "You'll see," one of them said with confidence when the English officer was being led out to death, "he'll run for it all right." The volley of shots followed, and behind me there was startled silence. This is not the brand of playwriting that makes for easy popularity, but it is the truest kind of drama, and we ought to be glad of it. Undeniably I am grateful for the voice of "The Iron Harp": I have heard it at the Guildford Repertory, and now during a tour by a company of the Bristol Old Vic which staged the play in Bristol last season, and has been taking it to Edinburgh, Coventry, and Manchester. A West End future must depend upon managerial bravery.

The scene is the hall of a country-house in the Ireland of 1920. It is an uncommon stage picture, by Richard Negri, which hints both at the extent of the gracious old mansion and at the fresh green



A SCENE FROM "OH! MY PAPA!" AT THE GARRICK THEATRE: THE THREE UNCLES APPEARING AS CLOWNS IN ANNA'S DREAM. FROM L. TO R.: UNCLE ERNEST (ROBERT LANG), UNCLE GUSTAVE (PETER O'TOOLE) AND UNCLE FRITZ (DAVID BIRD).

friend. But it is the time of the fighting between the I.R.A. and the Black-and-Tans; reprisals call for the young officer's death. I will not go into a plot that I have discussed before in *The Illustrated London News*. It is enough to say that, in the theatre, a last act of waiting and watching in the daybreak, an act which rises to impassioned conflict between the blind man and his obdurate I.R.A. chief, develops tension of a sort one seldom finds. The play has its early faults, among them some streaks of uncertain purple-patching, but the third act is unquestionably strong. At Coventry, where I saw it, it was aided by the performances of Mr. O'Connor himself (who created the part at Guildford, and who knows how effective stillness is on the stage); John Woodvine, as the young English officer; and David Kelly as the I.R.A. commandant, a man of granite. Certainly, Joseph O'Connor has plucked the iron harp-string, and the harp is doing its work.

Presumably the silver string should have been used at the Garrick Theatre, where another Bristol Old Vic company was appearing in a Swiss musical play, "Oh! My Papa!" This was about a family gathering at a sixtieth-birthday party, a girl who wanted to join a circus, a dream in which the family became circus performers (or animals), and a moment when the least likely member of the family, a bullied uncle, went off to be a clown. Much here must depend on charm (always a bloom upon a musical play); and for the first twenty minutes, as the relatives assembled, I thought the charm was there. Alas, it disappeared. What had seemed to be a potentially

cheerful night turned to one of toil as the librettist churned on remorselessly, and the cast laboured with the tedious evolutions of the circus-dream and after. (Did I hear an air on the bronze string?) The score had one or two useful numbers—the theme-song, "Oh! My Papa!" among them—but grace and pleasure vanished. I could not help thinking that the piece must have been fresher, more spontaneous, at Bristol. At the Garrick it appeared to be on its best party-behaviour, and the result was unfortunate. It was not helped by an embarrassing conflict, at the last, between derisive gallery and applauding stalls. The stalls managed to get back the company to sing after the house-lights had risen, but here I was reminded of Berowne's "To move wild laughter in the throat of death?" Still, I am happy to have seen Peter O'Toole as the uncle for whom, again, I must go to Shakespeare to speak of his

"gesture sad" and "lank-lean cheek." He gets his effects without struggling; and in "Oh! My Papa!" this is valuable indeed.

At "Tropical Heatwave" (Lyric, Hammer-smith) I was unconscious of any harp-strings at all. It was a humid night, and though I am sure that the gallant and lively cast, directed by Danny Kamara, was doing all it knew to please, the dances (or such of them as I saw) were not exciting enough to hold the attention. While regretting my own lack of enthusiasm, I suggest—in the words of Tate's Lear—that addicts of this form of revue should "enjoy the present hour" and choose their own harp-string.



SHOWMANSHIP AND SURPRISE: ALEXANDER OBOLSKI, A CIRCUS OWNER (LAURIE PAYNE), CENTRE, INTRODUCES HIS WIFE IDUNA (RACHEL ROBERTS) TO HIS ASTONISHED RELATIVES ASSEMBLED FOR A BIRTHDAY PARTY. ANOTHER SCENE FROM "OH! MY PAPA!"

of the Irish country. Within the house, owned by an Englishman (who is, I feel, a trivial character out of tune with the play), the estate-manager, a man blinded in the "Troubles," guards on parole a British Army officer, his

OUR CRITIC'S FIRST-NIGHT JOURNAL.

- "CONTE FANTASTIQUE" (Sadler's Wells).—Ballet Rambert production. (July 30.)
- "YERMA" (Arts Theatre Club).—Lorca's play. (July 31.)
- "COPPELIA" (Sadler's Wells).—Newly-designed Rambert revival. (August 1.)
- "MEET ME BY MOONLIGHT" (Aldwych).—Light comedy with music. (August 1.)

THE JUBILEE ROYAL INTERNATIONAL HORSE SHOW: SOME OF THE WINNERS IN A THRILLING WEEK.



EQUAL FIRST IN THE NURSERY TRIAL STAKES (FOR JUNIOR RIDERS) AT THE WHITE CITY ON JULY 24: THE ELEVEN YOUNG RIDERS WHO ALL FINISHED WITH CLEAR ROUNDS.



THE ITALIAN WINNER OF THE KING GEORGE V GOLD CUP: CAPTAIN PIERO D'INZEO ON URUGUAY.



THE WINNING BRITISH TEAM IN THE PRINCE OF WALES CUP: (L. TO R.) MR. W. H. WHITE ON NIZEFELA, MISS PAT SMYTHE ON FLANAGAN, MISS D. PALETHORPE ON EARLSRATH RAMBLER, AND MR. E. WILLIAMS ON DUMBELL.



WINNER OF THE COUNTRY LIFE AND RIDING CUP: MISS DAWN PALETHORPE ON EARLSRATH RAMBLER. MISS PALETHORPE ALSO WON THE WHITE CITY STADIUM CUP.



WINNER OF THE FINAL EVENT IN THE 38TH INTERNATIONAL HORSE SHOW: MISS PAT SMYTHE, ON PRINCE HAL, RECEIVING THE DAILY MAIL CUP.



RECEIVING HER TROPHY FROM THE QUEEN, DURING HER VISIT ON JULY 23: MISS E. ANDERSON, WHO WON THE QUEEN ELIZABETH II CUP ON SUNSALVE.



HIS THIRD SUCCESSIVE VICTORY: CAPTAIN B. DE FOMBELLE (FRANCE) ON BUCEPHALE, RECEIVING THE IMPERIAL CUP FROM THE DUKE OF EDINBURGH.

The International Horse Show was held for the first time at Olympia in 1907, and to mark its Jubilee this year it has been granted the prefix "Royal." Riders from many countries gathered at the White City for this year's Show, and an exceptionally high standard was maintained throughout the events, which lasted from July 22 to 27. The Queen and the Duke of Edinburgh were present at the White City on the second day and saw Miss Elizabeth Anderson win the International Jumping Championship for Lady Riders, the Queen Elizabeth II Cup. The leading event for men, the King George V

Gold Cup, was won by the Italian rider, Captain Piero D'Inzeo, on *Uruguay*. Captain P. D'Inzeo, on *The Rock*, also won the Lonsdale Championship, in which the English rider Alan Oliver came second. Captain P. D'Inzeo, on *Uruguay*, and his brother, Captain Raimondo D'Inzeo, on *The Quiet Man*, were equal third in this very testing *puissance* event. In the final event of the Show, Miss Pat Smythe, on *Prince Hal*, beat these formidable Italian brothers by winning the *Daily Mail* Cup in a most thrilling contest; Captain Piero D'Inzeo finishing second and Captain Raimondo D'Inzeo third.

NOTES FOR THE NOVEL-READER.

THE NOVEL OF THE WEEK.

THE usual drawback to "well-made" stories is a certain shallowness, as though their virtue were absorbed by the working out. But there are exceptions, of course, and "The Hireling," by L. P. Hartley (Hamish Hamilton; 13s. 6d.), is a super-exception. It is so well made, so predetermined and "inveterately convolved" in every detail, as to make most of its kind look very thin. Yet it is deep water: deep, like all Mr. Hartley's fictions, to the point of discomfort. There is no storyteller with whom one has to be so acutely, and for so many reasons, on the *qui vive*. This novel is perhaps his triumph of symmetry—and has also an unexpected character. What we expect, along with the formula of daydream, relentless irony, and bold, even melodramatic action, is either a rich Venetian glow or a perverse oddity. But "The Hireling" is neither outwardly poetic nor emotionally bizarre; it takes a new cast from the hero.

Leadbitter, a tall, handsome, formidable soldier turned car-hire man, has only one goal in life: to work the clock round. For in effect, after a desolating breach with the Army he has renounced the world. Now he is "self-contained and car-contained"; the car represents not only his savings and self-esteem, but his loyalty and moral fibre. Thus, while men are antagonists and women leeches, the customer, as a matter of discipline, is always right. And if the large-eyed, fluttering Lady Franklin wants to bore him with neurotic remorse over her late husband, and drink in serial stories of his family, well and good. He never guesses that she has been *advised* to buttonhole an outsider, nor she that his wife and children are imaginary. And the treatment works like a charm. The Leadbitter ménage not only gets through to her; it gets through to him, and sets him daydreaming of a fictitious, Franklinesque wife. Meanwhile, he completes her renaissance by extracting a large subsidy on false pretences. And then, on what *she* means as a grateful, parting expedition, he is impelled to make love to her.

This horrid blunder is only the threshold of the drama. It has no background, except the back seat of the car; and there is a waft of Henry James both in the dove-like "unreality" of the heiress and in the plot against her. But the tone is pure Hartley; somehow those back-seat conversations make the skin crawl. As for the symmetry, in one view Leadbitter and Lady Franklin are a pair—they are both fugitives; in another, he ends where she began. It is a happy ending, the only one worthy of his heroic quality. Yet it has great pathos; the emotional density is extreme.

OTHER FICTION.

"The Missionaries," by Robin Jenkins (Macdonald; 13s. 6d.), flies very high, and, as we expect from this writer, is in deep earnest. Its theme is a comedy, says the jacket, of "decaying faith." The lovely, once holy island of Sollas in the west of Scotland has been invaded by a poor, cloddish, antediluvian little sect, in the name of God. The squatters are at starvation level, and have been offered a good place on the mainland, yet they won't budge. So now they are to be evicted—for their own sakes, and to the scorn and disgust of Andrew Doig, the Sheriff's nephew. This young paladin has the gift of the gab, a dream of spiritual quest—he is known at the University as Jason—and a submerged, not wholly unconscious instinct for the main chance. And he, too, is of the eviction-party, as a guest of the owner's daughter Marguerite. It is a great peril—an invitation from the cruel enchantress Medea, and her father the island-king; yet he may find the Fleece on Sollas. . . .

At any rate, and whether old Donald McInver, the squatters' patriarch, is a prophet or a fraud, the island has something strange about it. There is a presence, moving not only the young adventurer, but the Sheriff, his two clerks, and his six policemen, in different ways. And some may feel that it gets across. I can't; but still the idea is striking, and the treatment admirable.

"A Little More Than Kin," by Nelia Gardner White (Heinemann; 15s.), presents the case of Oliver Hogg against his twin brother, in the court of his own mind. At first, he is sure of righteousness. Phineas was to blame; Phineas has always scorned, jostled, eclipsed him. He is an hour older. At school, he was gayer and more popular. And he was the first to take Cassie out. . . . Certainly she chose Ollie as her husband, but does that prove anything? At heart, he can't really think so; and because he can't, she can't live with him any more. So now he has to review the whole conflict. . . . Very intelligent and touching, in a modest way.

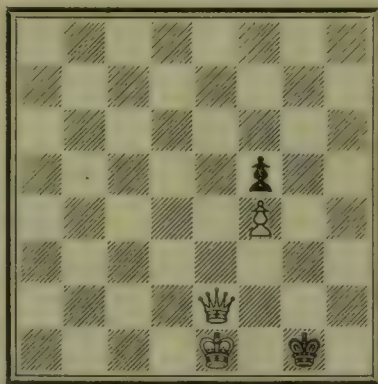
In "Fire, Burn," by John Dickson Carr (Hamish Hamilton; 13s. 6d.), John Cheviot of the C.I.D. murder squad, suddenly translated to the year 1829, offers himself as Superintendent of the brand-new Metropolitan Police. A complaint from old Lady Cork about stolen bird-seed is given him as a test. At Lady Cork's ball, he not only deals with the bird-seed but sees a woman shot dead. However, the murder is quite secondary to his romantic prowess, his triumph in a gambling-den . . . and so forth. Very brilliant and entertaining.

CHESS NOTES.

By BARUCH H. WOOD, M.Sc.

I SOMETIMES wonder why problemists put any pieces on the board at all, they take such a delight in removing them. "Miniature" problems, it must be admitted, have an artistic charm of their own. A German periodical recently ran a competition for problems with, at most, seven pieces. Here is the sixth prize-winner, composed by a famous young Danish player, B. Larson, and utilising only five:

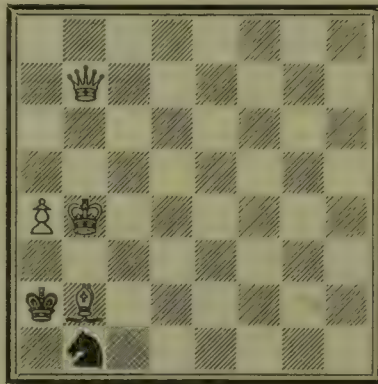
Black.



White.

I have picked out this because, its main attraction being in its extreme lightness, it is easier than the others (took me, in fact, about four minutes, though in another mood I might well take ten). White to play and mate on his third move against any defence.

Black.



White.

Again White to play and mate in three; but again, not too hard. This one took me a good ten minutes and moving the pieces about (the other I tackled in bed from the diagram!)

Bogey ten minutes!

The Solutions:

First Problem: 1. Q-QKt2, K-R8; 2. K-B2 (avoiding stalemate), K-R7; 3. Q-R8 mate. Neat, but there is only the one line of play.

Second Problem: 1. B-R8. The key robs the king of a flight-square as Black cannot now play . . . K×B; but it has elegance. If now 1. . . . Kt-Q7 then 2. Q-KKt7, and if 2. . . . Kt-B5 to prevent 3. Q-QKt2, then 3. Q-QR1. If 1. . . . Kt-B6, then 2. K×Kt. If 1. . . . Kt-R6, then 2. Q-KKt2 ch.

So, variety as well.

FROM HENLEY REGATTA TO ITALIAN RENAISSANCE PAINTING.

TO my regret there are two spectacles which I have never seen. One is the Grand National and the other the Henley Regatta. I regret the latter the more after reading "Henley Regatta," by R. D. Burnell (Oxford University Press; 30s.). The author comes from a famous rowing family, having been, like his father, an Oxford Blue and a Henley and Olympic winner. He writes of the Regatta with informed enthusiasm—an enthusiasm which communicates itself even to one whose own rowing career was brief and inglorious. The Regatta arose out of a public meeting which was called in the Town Hall on March 26, 1839. At that meeting there were present "the landed gentry and the principal townspeople." A Mr. W. P. Williams-Freeman proposed the first resolution, being seconded by Captain E. Gardiner. The resolution read as follows: "That from the lively interest which has been manifested at the various boat races which have taken place on the Henley reach during the last few years, and the great influx of visitors on such occasions, this meeting is of the opinion that the establishing of an annual Regatta, under judicious and respectable management, would not only be productive of the most beneficial results to the town of Henley, but from its peculiar attractions would also be a source of amusement and gratification to the neighbourhood, and the public in general." It is not quite clear what the Boat Races were which had excited such a "lively interest," though one of them at least is known. This was the original Oxford and Cambridge Boat Race which was held over a course from Hambledon Lock to Henley Bridge in 1829.

The original Regatta was apparently a great success, though it was reported that the night before there was a storm with "the most terrific thunder and lightning." This had the lamentable effect that the "chimney of Mr. Cooper's Assembly Rooms in Bell Street was struck by the electric fluid and fell . . . several people were knocked down by the fluid in various parts of the Town, but happily none sustained any serious injury." The first race which took place over a course from about Temple Island to the Bridge was between the Oxford Etonian Club—dressed in white guernseys with pale blue facings and rosettes of sky blue; Brasenose, who wore blue-striped jerseys, blue caps with gold tassels, and rosettes of yellow, purple, and crimson; Trinity, Cambridge, who were less gaudy, and Wadham whose colours were almost up to the Brasenose standard. From these simple beginnings, Mr. Burnell traces the history of the Regatta to the present day when our native rowers have to face such strong challenges from oarsmen from abroad. The appearance of the Russians has, of course, created considerable difficulties for the Henley stewards. As in other sports, notably ski-ing, it is doubtful whether the Russians can really be described as amateurs.

"Venice," by H. Decker (Thames and Hudson; 50s.), is largely a book of photographs and has the advantage that the photographs, text and notes are all by one man, the well-known German specialist on Venetian matters, Heinrich Decker. There are some 230 plates which bring out admirably the flavour of the "Queen of the Adriatic." In the introduction and the notes Herr Decker gives a clear and attractive picture of her rise and florescence, and enables one to see her art and culture as a whole.

It would be no bad idea to read in conjunction with "Venice" "An Introduction to Italian Renaissance Painting," by Cecil Gould (Phaidon; 32s. 6d.). Mr. Gould's important volume covers inevitably a part of the ground explored by Herr Decker. His book, however, contains much more by way of letterpress than the other, though the reproductions are numerous and satisfying. His method of juxtaposing pictures from earlier and later periods is most effective and admirably reveals the development of Italian art during its greatest period.

Having seen Venice through German eyes, it is interesting to look at her through French as in "Venice," by Gabriel Faure (Nicholas Kaye; 35s.). This extremely attractive volume is one of a series which has already covered a number of countries and places including our own London. It is much more frankly a travel book than Herr Decker's, and its whole approach is much lighter.

Nevertheless, it is well written, well translated and extremely pleasantly illustrated—the choice of illustrations providing a curious contrast with those which appear in Herr Decker's.

Venice was already in decline at the period covered in the Connoisseur Period Guide entitled "Stuart, 1603-1714." These attractive volumes, which are edited by Ralph Edwards and L. G. G. Ramsey, and published at 42s., provide an almost complete picture of the English scene from 1500 to 1860 and a scholarly and delightful study of the houses, furnishings and chattels of the classic periods, and an admirable picture of our ancestors, their taste, their virtues and their shortcomings. This new volume is no exception covering, as it does, the period when English taste began to be formed, under two kings of real discernment, Charles I and Charles II, and is one of the most satisfying of them all.

E. D. O'BRIEN.



Named after Augustus, Emperor of Rome, the month might equally well have paid honour to Ceres, goddess of the harvest. The Saxon name was 'Woed-monath'—the month of weeds. How easy the Saxon gardener's life must have been!

Scratch almost any of us and you will find an explorer. Well, we shall soon know whether the cross-country route to Sandybay, which we worked out so carefully, is in fact a better, faster, prettier or less congested route than the main road. Almost certainly, it will not be. We shall have overlooked the fact that Saturday is market day in far too many towns. And we could not have known that there would be 'Road Works Ahead' on far too many roads. Never mind. We have blazed the trail. Sooner or later, we shall arrive. And we shall enjoy our holiday—all the more, perhaps, because we know that the Midland Bank will faithfully look after our regular payments and the safety of our money and smaller valuables while we are away.

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THE WORLD OF MOTORING.

CAR OF THE MONTH—THE MORRIS *ISIS*.

By LIEUT.-COLONEL A. G. DOUGLAS CLEAVE, B.Sc., A.M.I.MECH.E.

LARGEST of the Morris range of cars, the *Isis* attracted attention at the last Earls Court Show for two reasons. It was attractively restyled, but still retained sufficient of the traditional Morris appearance to be instantly recognisable, and it had a floor-mounted gear-lever for right-hand operation instead of the steering-column lever customary on a car of its size and price range. This bold reversion to the right-hand gear-lever met with considerable approbation.

The *Isis* saloon de luxe which I recently tested, however, has no gear-lever at all in the ordinary sense, for it is fitted with the Borg-Warner automatic transmission. This combination of hydraulic torque converter and two epicyclic gear trains nominally gives three forward speeds, low, intermediate and high, or, more correctly, two forward driving ranges—for the torque converter gives additional graduation on low and intermediate ratios. For high gear a single-plate clutch gives a direct drive, by-passing both torque converter and gear trains.

True, there is a control lever moving in a quadrant carried by the steering column, but it does not actually change gear and merely selects the function that the driver wishes the transmission to perform.

From top to bottom the quadrant bears the letters "R," "L," "D," "N" and "P," standing respectively for "reverse," "low," "drive," "neutral" and "parking." There is no clutch pedal, only brake and accelerator pedals. The brake pedal has a broader pad than usual, so that it may be operated by either the right foot in the normal manner, or by the left foot in certain circumstances.

When the selector lever is at position "P" the transmission forms a positive mechanical lock and the car cannot be moved. It is only possible to start the engine when the lever is in either the "P" or "N" positions. The reason for this is that were the engine to start when the lever was at "R," the car could move backwards if the engine idling speed were high enough, or if the lever was at "L" or "D" the car could move forwards. This could be a source of danger, of course, so the lever must be moved into the safe positions "P" or "N" before the engine can be started.

In normal circumstances, having started the engine, the driver moves the selector lever to "D," and as he depresses the accelerator the car moves smoothly forward, changing up automatically from low to intermediate and then into high, according to conditions of road speed and throttle opening. If the driver, being in no hurry, maintains a light throttle opening the upward changes take place at low or moderate speeds. But if more rapid acceleration is required a wider throttle opening will result in the changes being deferred until higher speeds are attained.

If the throttle is kept wide open the change from low to intermediate will not occur until a speed of about 32 m.p.h. is reached, and intermediate will then remain in action up to about 56 m.p.h.

As road conditions demand a reduction in speed and the driver closes the throttle, the transmission will change down according to road speed and throttle opening, and as road speed drops lower still to about 12 m.p.h. a free-wheel comes into action until road conditions allow the driver to accelerate again.

The driver can, however, change down from high to intermediate when he wishes by depressing the accelerator beyond its normal full throttle position, provided the road speed is not above approximately 50 m.p.h. This is the kick-down change.

If the selector lever is placed in the "L" position the low gear range is held in action continuously, for severe hill climbing, or when engine braking is required for descending steep hills. By moving the lever to and fro from "L" to "R" and "R" to "L" while applying gentle pressure to the accelerator pedal, it is possible to rock the car out of mud, ruts, snow, sand or other freak surfaces.

In straightforward open road driving it seems better to use the right foot for both brake and accelerator, if only because that has become a habit. For manoeuvring in confined spaces, however, it will be found very convenient to use the left foot on the brake pedal and the right foot on the accelerator, especially when reversing; one rapidly acquires an extreme delicacy of control, playing one foot off against the other, as it were.

An unusual amount of space has been devoted to one feature, the transmission, because the *Isis* is so likable a car, whether it has the standardised four-speed gear-box or the Borg-Warner transmission. The skilful, experienced driver finds that the automatic transmission presents him with changes of gear that he would not normally make, and he misses the useful 60-70 m.p.h. range of a fairly high third speed.

On the other hand, the less experienced, or less skilful, type of driver finds that the Borg-Warner relieves him of clutch manipulation and gear-changing in its entirety, and therefore of much of the fatigue of driving. Especially does he appreciate this in city traffic to which he may not be accustomed, or if caught in holiday traffic at some notorious bottleneck.

Not that the *Isis* is in any way a difficult car to handle. Although it is a roomy six-seater its wheelbase is a half-inch under 9 ft., and with overall dimensions of 14 ft. 10 ins. length and 5 ft. 5 ins. width it is not really large. Wide curved screen and rear window give good visibility and the bonnet line is low enough to give the average driver sight of his wings.

Powered by the B.M.C. 2.6-litre 6-cylinder type "C" engine with a compression ratio of 8.3 to 1, developing 90 b.h.p., it has all the performance that the ordinary family motorist is ever likely to require. The engine is well known for its flexibility and quietness of operation, and as the transmission also proved quiet, it was sometimes difficult to tell whether the transmission was in intermediate or not. A glance at the speedometer would, of course, often supply the answer, because over 56 m.p.h. one knew that intermediate could not be in action. The point is that engine and transmission were very unobtrusive. Indeed, at any speed in the 60-70 m.p.h. range the *Isis* was cruising quietly and smoothly, and with very little wind noise, provided that windows and ventilating panels were kept closed.

The only times when the transmission made itself obvious were in traffic streams or after a kick-down change. In traffic flowing at about 25 m.p.h. it was sometimes noticeable that changes up and down were taking place, and after a kick-down change to overtake a slower vehicle, the upward change as the accelerator was released took place with a certain amount of forward urge.

Brakes—hydraulic by Lockheed—left nothing to be desired; they proved efficient with only light pedal pressure and showed no sign of fade in two runs of 100 miles each. Steering was light, quite precise, and almost neutral.

Suspension and road holding gave comfort and confidence. The front

wheels have wishbone links and torsion bars, controlled by telescopic double-acting hydraulic dampers, and the rear half-elliptic springs are underslung and have telescopic dampers with anti-sway mountings. Corners could be taken fast with the car keeping exactly to the desired path.

The four-door, four-light body follows the present fashion as to appearance, has the doors hinged on their forward edges for safety, and opening wide to give easy access to the wide, deep-cushioned seats which have foam rubber overlays on spring cases. The *de luxe* saloon tested has leather upholstery for cushions and seat backs, with folding centre arm-rests for both front and rear seats. Its equipment includes rheostat control for the instrument lighting, heater, electric clock, twin horns, rimblishers and bumper over-riders.

Luggage accommodation is 16 cub. ft., not including the space taken up by the spare wheel at the off side of the tail locker. A

good point is the easy loading afforded by the locker lid being hinged at the front and opening down to floor-level. The price of the Morris *Isis* is £961 7s., including purchase tax, and the automatic transmission is an optional extra costing £157 10s. including tax.

MOTORING NOTES.

A new Hillman *Estate* car, introduced at the end of June, has both the mechanical specification and styling of the *Minx*. It is a four-door model, with a full-width tail gate in addition, and with four adults seated there is still space for a 400-lb. load, or with the rear seat folded a 700-lb. load can be carried, plus driver and passenger. The basic price is £625 and the purchase tax £313 17s., total £938 17s.

Scheduled for completion in mid-September, the new factory of the Goodyear Tyre and Rubber Co. (Gt. Britain), Ltd., on a 58-acre site at Garscadden, seven miles north-west of Glasgow, is already producing car tyres by Scottish labour, locally trained. When completed the factory will have cost approximately £3,000,000.

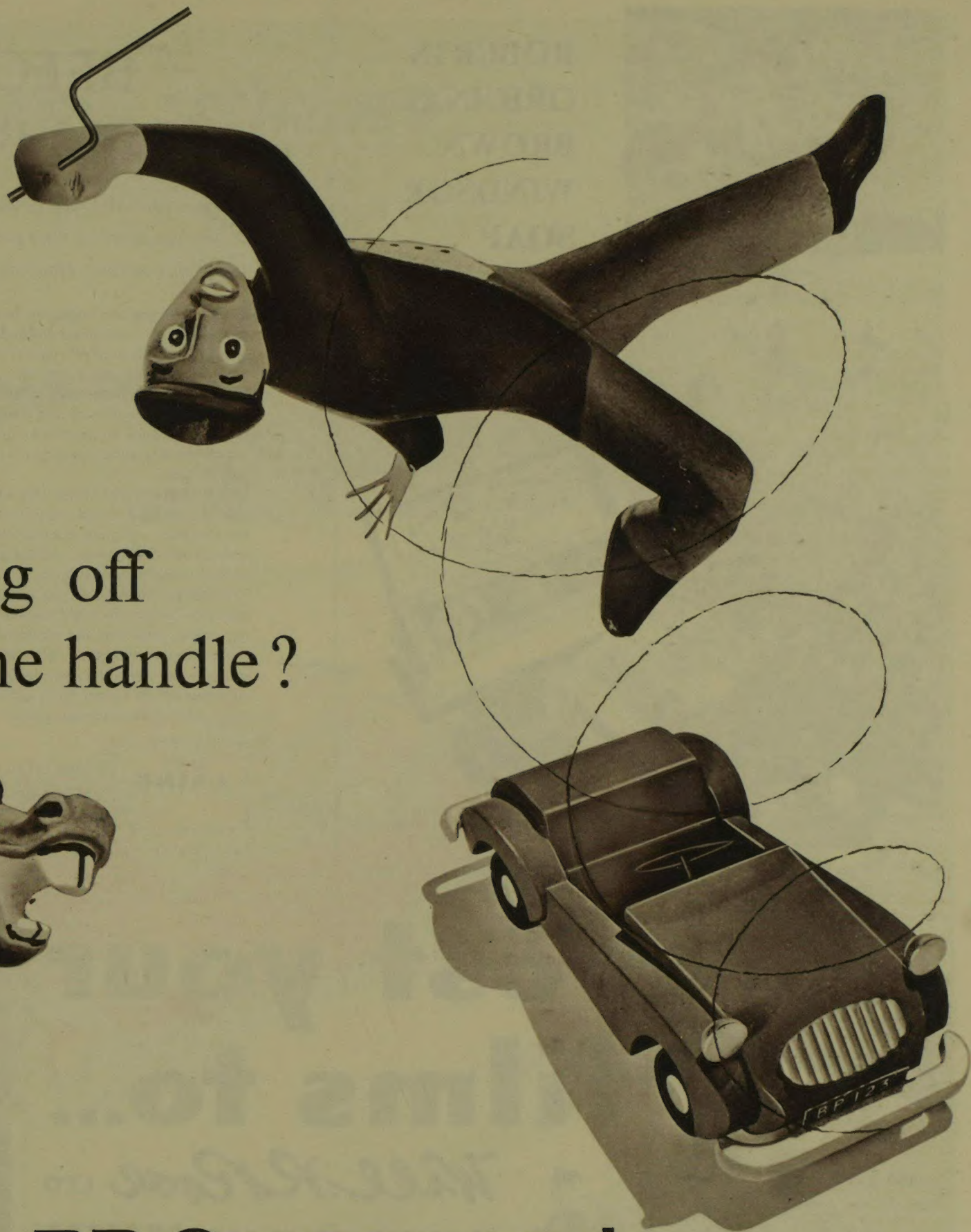
This autumn a new anti-freeze is to be launched by Mobil Oil Co. Known as Mobil Permazone, it has an ethylene glycol base and contains additives to prevent corrosion and rust.

On Sunday, September 1, the Royal Automobile Club will hold a Cavalcade of Motoring History, when 150 famous cars will assemble at Battersea Park, to give the public an opportunity of inspecting them closely, before they move off in procession to the R.A.C. Country Club at Woodcote Park, near Epsom, Surrey. The Cavalcade is being arranged as part of the R.A.C.'s Diamond Jubilee celebrations.

The long-awaited new small Fiat was announced in Turin during July. It is the "New 500" and is similar in general layout to the "600," except that its engine is a vertical twin of 479 c.c. with thermostatically controlled air cooling.



"THE LARGEST OF THE MORRIS RANGE OF CARS": THE ATTRACTIVELY RESTYLED *ISIS*, A ROOMY SIX-SEATER WHICH HAS A 6-CYLINDER 2.6-LITRE ENGINE.



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the handle?



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change up to BP Super!**

"It's the petrol I
recommend
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